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The Hongkong Telegraph

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PEKING PROTEST TO JAPAN.

MANCHURIA POLICY RESENTED.

CANNOT MAINTAIN ATTITUDE OF INDIFFERENCE.

NINE POWER TREATY.

Peking, May 25.
The Foreign Ministry of the Peking Government has issued a reply to the Japanese memorandum of the 18th which detailed Japan's intentions regarding Manchuria. After quoting the memorandum the Chinese Note says: "Japan's desire to see an early termination of civil strife in this country is, in the opinion of the Chinese Government, exactly in harmony with Chang Tso-lin's circular telegram of the 9th inst., advocating the cessation of hostilities, and inasmuch as such a desire is motivated by friendly sentiments, it is deeply appreciated by the Chinese Government."

"On the other hand the Chinese Government can never agree to the proposition that should disturb the peace of Peking and Tientsin so as to affect Manchuria, the Japanese Government may be constrained to adopt appropriate and effective measures to cope with the situation."

No Question of Pence.

"The Chinese Government hereby emphatically declares that inasmuch as Manchuria and Tientsin are Chinese territory and as any violation of the integrity thereof would involve China's sovereignty, it cannot maintain an attitude of indifference."

"Whether the localities in question are peaceful or otherwise, the Chinese Government will be responsible for the foreign nationals resident therein."

"It is therefore earnestly hoped that the Japanese Government will, in the light of the regrettable incidents at Tientsin, be dissuaded from further acts in violation of international law and usages so that the traditional friendly relations between the two countries may be preserved."

Variance With 9-Power Treaty.
Following the publication of this Note to Japan, an Ankuochun spokesman made a statement to Pressmen in fuller explanation of its significance.

He pointed out that the "action contemplated by the Japanese Government was obviously at variance with the two-fold principles enunciated in the Nine-Power Treaty signed at Washington on February 6th, 1922, namely, that the Powers should respect Chinese independence and sovereignty as well as her territorial and administrative integrity and to refrain from taking advantage of the conditions in China in order to seek special rights and privileges."

Since the Japanese intentions are opposed to this principle, the Ankuochun spokesman said, it can only be deeply deplored by the Chinese people.—*Reuter.*

JAPANESE MASSED.

15,000 Troops Now In Shantung.
To-day's Naval wireless messages state that there are now 15,000 Japanese troops in Shantung. Practically the whole of the Third Division has arrived in Tsingtao, and this will take up positions along the Tsingtao-Tsinan railway. The Sixth Division is to remain at Tsingtao.

CHEN CHIEN A PRISONER.

Son-in-law Absconds from Kluksang.
Hankow, May 25.
It is now reported that Chen Chien, who was arrested during the week, is held prisoner at Wuchang.—*Naval Wireless.*

Kluksang, May 25.
The Commissioner for Foreign Affairs, Lin Tan-lin, is reported to have absconded to Shanghai following the arrest of his father-in-law, General Chen Chien, at Hankow. Conditions on the upper river continue unchanged.—*Naval Wireless.*

(Continued on Page 16.)

THE ANTI-JAPANESE MOVEMENT.

THREE MEN CHARGED THIS MORNING.

A LEGAL PROBLEM.

Two Chinese, one of whom was staying at a local Seamen's Club, were arrested yesterday for delivering anti-Japanese speeches in the streets. A third man was also taken into custody on a charge of carrying a white banner bearing anti-Japanese slogans.

All three men were charged before Lt. Col. F. Eaves, D.S.O., at the Central Police Court this morning.

C. D. I. Murphy, who prosecuted, informed the Court that the prosecution was undertaken under the Emergency Regulations of 1925.

His Worship pointed out that the Section under which the accused were charged specified the possession of seditious pamphlets and literature, but nothing was mentioned of delivering a speech tending to induce an individual to commit a breach against public order.

C. D. I. Murphy agreed, but explained that the Attorney General and he had, that morning, without success gone into the Regulations with a view to finding a Section applicable to the circumstances of the case. He now applied for a remand to reconsider the position. In the case of the alleged banner-bearer, the description provided the necessary ground for proceeding.

All three cases were adjourned.

DEATH OF THE REV. DR. FITCHETT.

WELL-KNOWN AUSTRALIAN NOVELIST.

Melbourne, May 25.
The death has occurred of the Rev. Dr. William Henry Fitchett, the novelist.—*Reuter.*

[The deceased, who was an LL.D. of Toronto University, was editor of *Life*, a monthly magazine, and of the *Southern Cross*, a weekly paper. He was Principal of the Methodist Ladies' College, Hawthorn, Melbourne, and President of the General Conference of the Methodist Church of Australasia. At one time, he edited the *Melbourne Daily Telegraph*, and he was also well-known as an educationalist. He was the author of many novels, educational and religious works.]

AMERICA'S EASY DAVIS CUP WINS.

KONG LOSES IN THREE LOVE SETS.

Kansas City, May 25.
In the Davis Cup Competition between America and China to-day, Hennessey beat Lum (China) by three straight sets, 6-3, 6-1, 6-0.

G. Lott Junr. (U.S.A.) beat Kong (China) in three love sets, 6-0, 6-0, 6-0.

At Montreal, also in the Davis Cup, Crocker (Canada) defeated Toba (Japan) 6-0, 6-2, 4-6, 6-3.—*Reuter's American Service.*

U. S. TAX REDUCTION.

HOUSE AND SENATE REACH COMPROMISE.

Washington, May 25.
The Conference Committee appointed by the Senate and the House of Representatives has fixed a total of \$223,000,000 for the Tax Reduction Bill.

The Senate proposed \$205,000,000 and the House of Representatives \$290,000,000.

The present compromise Bill reduces the Corporation Tax from 13½ per cent. to 12½ per cent., and repeals the Motor Car Tax.—*Reuter's American Service.*

BETTER WEATHER LATER

The Observatory forecast up till noon, to-morrow, is:—Rain at first, improving later.

THE EXTRADITION QUESTION.

CANTON VIEWPOINT EXPLAINED.

PROTRACTED LITIGATION NOT DESIRABLE.

THE STATE'S RIGHTS.

The *South China Review*, published by the Publicity Bureau of the Canton branch of the Central Political Council, has the following observations on the extradition question:

For a number of years the question of extradition between Canton and Hongkong had been quietly and smoothly solved. In former times, the Governor of Hongkong acted in harmony with the Viceroy of the two Kwangs. After that, the question depended wholly upon the existing relations between Hongkong and Canton.

A year ago there seemed to be quite a willing cooperation between these two places to surrender the criminals. This went on until an amendment was made by the Hongkong Legislative Council so as to remove legal defects arising out of the former antiquated instrument.

Expensive Litigation.

The effect of this amendment became quite prominent when several cases of extradition came up before the Hongkong Court a few months ago. Those cases show clearly what a large room for legal argument is provided by the amendment. Henceforth the matter of extradition will invariably be made a subject of long and expensive litigation, a consummation

PEAK TRAM MODES AND MANNERS.

Further letters in reply to "Femina" will be found on Page 9.
Most of the writers criticise the lady's attitude, but "Veronica" backs her up.

certainly not most devoutly hoped for by the members of the Legislative Council when they enacted the amendment.

We do not propose to go into details over the many sound reasons justifying the extradition of criminals. Despite the fact that a criminal in one State need not necessarily continue to have the criminal intent in another State, the opinion is still strong that a State should be obliged to refuse asylum to criminals. This would seem to be opposed to the doctrine held by the Biblical "cities of refuge," but it must be borne in mind that demanding States are very insistent.

Matter of Discretion.

In general it may be stated that extradition is a matter of discretion, interest, moral obligation, and right. It goes without saying that every State has a perfect right to exclude or expel one whom it wishes. But does that presuppose the right to surrender on demand of another State? We believe that if a State has a right to exclude and expel, it has a perfect right to surrender if it chooses.

The cases that have lately arisen in Hongkong and Macao all dwell at length over this and that technicality altogether cumbersome and irrelevant. The intimate relation between States arising out of the general current of international life and commerce does impose an obligation on each to lend every assistance and co-operation in safeguarding this current of life and commerce. As long as criminals escape freely from one border to the other, so long will there be anxiety, hindrance, dissatisfaction, and peril. And it will not do the State the slightest credit to surround extradition with so many possibilities of cumbersome, expensive, and technical litigations.

Delay Undesirable.

Let the properly constituted authority of the State decide carefully on the merits of each case and then

ROGER WETHERED IN FINAL.

MEETS T. PERKINS FOR GOLF & AMATEUR TITLE.

FINE GAME PROMISED.

London, May 25.

T. Perkins and Roger Wethered will contest the final of the British Amateur Golf Championship at Prestwick to-morrow, the two rounds played to-day decided.

Perkins was scarcely regarded as in the running, but he played finely throughout and won both his matches to-day with ease. Roger Wethered has been erratic, but occasionally he has shown flashes of brilliance, and he will start favourite.

The sixth round results were: T. Perkins (Castle Bromwich) beat N. Dickson (Glasgow) by 4 and 2.
E. Tipping (Ashdown Forest) beat J. Lang (Ereking) by 6 and 5.
W. Tulloch (Cathkinness) beat A. MacCullum (South Staffs) at the 20th.

Roger Wethered beat Beaumont Pease (Alnmouth) at the 21st. The semi-finals resulted as follows: Perkins beat Tulloch by 6 and 5. Wethered beat Tipping by 4 and 2.

Charity Match.

At Richmond to-day in an eighteen holes golf charity match, Walter Hagen beat Fred Robson (Cooden Beach) by 2 and 1.—*Reuter.*

PASSENGER STEAMER SURVEYS.

HONGKONG CERTIFICATES RECOGNISED.

An Order by His Majesty-in-Council provides that the survey certificates granted in Hongkong under provisions made by the Legislature of Hongkong for foreign-going passenger steamers shall be of the same force as if they had been granted for the like purpose in the United Kingdom under the Merchant Shipping Act, 1894; also that all the provisions of the third part of the said Act which relate to passenger steamers' certificates shall, without modification, apply to the certificates for foreign-going passenger steamers granted in Hongkong.

It is notified in the *Gazette* that the required surveys for foreign-going passenger steamer certification can be undertaken in Hongkong. Further information can be obtained at the Harbour Master's department.

BRITISH TENNIS TRIUMPH.

AUSTRALIAN PAIR'S FINE BATTLE.

Paris, May 25.

A great triumph for Britain was registered in the French Hard-court Tennis Championships to-day, when in the quarter-finals of the Doubles, Gregory and Kingsley (Britain) defeated R. Lacoste and Boussus (France) by three sets to one, 6-3, 6-4, 1-6, 7-5.

The Australian pair, Patterson and Hawkes, were eliminated by Cochet and De Buzet (France) after one of the greatest struggles of the tournament.

The Australians won the first two sets, but tired and enabled the Frenchmen to draw level. The final set was keenly contested and went to 22 games before a decision was reached. The scores were: 3-6, 3-6, 6-4, 6-4, 12-10 in favour of Cochet and his partner.—*Reuter.*

take prompt and effective action. In other words decide upon surrender or refusal to surrender. Arrest, long detention, and protracted and expensive trial, place the whole affair in a bad light, and in the long run will defeat the very ends of extradition. And when we take into account that law is a living, growing organism, and that nothing in the law ever is finally settled, we have reason to hope that a change for the better will be introduced in the near future, so that extradition will not be cumbered with so much litigation, technicality, and delay.

MIDDLESEX & KENT VICTORIES.

HARDINGE HITS HUGE SCORE.

BEST OF SEASON IN BAD WEATHER.

HENDREN CONTINUES.

Splendid victories were gained by Middlesex and Kent in County Championship matches concluded yesterday, in spite of inclement weather throughout the country. Both teams had two centuries, and Hardinge for Kent gave one of the finest displays of his career, going in first, hitting 263 runs in a total of 479 and remaining still undefeated when a declaration was made.

His 263 is, we believe the highest score of his career, the previous best recorded being 249 (not out) in 1922.

"Patsy" Hendren scored 101 (not out) against Worcester, thus scoring his fourth century of the present season, and the 90th of his career.

Results At a Glance.

Middlesex beat Worcester by an innings and 35.
Kent beat Gloucester by an innings and 66.

Northants won on first innings v. Yorkshire.
Surrey v. Sussex. Drawn. Less than 6 hours' play.

Oxford v. Derbyshire. Drawn.
Notts beat Cambridge U. by seven wickets.

The Best Performances.

The principal individual performances are appended:

Batting.

Hardinge (Kent) 263*
Lee (Middlesex) 143
Woolley (Kent) 107
Hendren (Middlesex) 101*
* Not Out.

Bowling.

Staples S. (Notts) 7 for 44
and 5 for 37
E. D. Blundell
(Camb. U.) 6 for 51
Rhodes (Yorks) 5 for 37
Thomas (Northants) 6 for 41
Lee (Derby) 4 for 42

WORCESTER TROUNCED

Lee and Hendren Make Central.

London, May 25.
Bright batting by Lee and Hendren enabled Middlesex to gain an easy victory over Worcester-shire. Worcester was favoured with better weather than the London district, and batting first the home side compiled a moderately good score.

The bowling, however, was trounced by the Middlesex bats and the declaration was made when only seven wickets were down. Worcester collapsed in their second innings, the scores being:

Worcester: 225 and 176.
Middlesex: 436 (for 7 wickets decd.)

Middlesex established a lead of 211 runs on the first innings, Lee batting superbly, and the score mounting rapidly when he was joined by Hendren. Lee was dismissed when his score stood at 143, but Hendren defied the attack and was not out when the declaration was made with 101 to his credit. It was Patsy's fourth century of the year.

Worcester responded poorly, the whole side being disposed of for 176 runs.

CAMBRIDGE FAILURE.

Staples Takes Twelve Cheap Wickets.

In a low-scoring match Notts beat Cambridge by seven wickets at Cambridge. The Varsity, chiefly noted for the strength of its batting failed badly in both innings on an admittedly treacherous pitch and passed the 100 mark only by a narrow margin.

Staples (S.) did the damage. He took 12 wickets all told or 81 runs. The scores were:

Cambridge U.: 117 and 106.
Notts: 139 and 85 (for 3 wickets).
(Continued on Page 16.)

Bulls and Innerers

From the Office Butts.

The police having had a campaign against motor-car tout, line must be drawn somewhere—what about one against motor-car preferably below the knee.

Hey, move up. How's your pipe going this morning?

Our Observatory is right at last. On Wednesday it reported: "A depression now covers the whole of China."

Remark that there is no confirmation that the Japanese demands have been met or rejected, the *China Mail* sagely observes: "We fancy that neither eventually has come to pass." That certainly clarifies the situation.

According to a contemporary, a Kowloon hotel provides "Un-expected Cuisine." Such as "Pudding on Surprise," we presume.

Taiipo Note:—A few flies have been observed on the garbage heap on the seashore. Otherwise crime in the district is normal.

There is now a movement on foot among the troops to have the rainfall recorded in Imperial pints.

A Glasgow man claims to have induced his mother to return from London by means of a telepathic message. This demonstrates the power of mind over matter.

I killed my wife and the jury acquitted me.
How interesting. Come with me, and I will introduce you to my wife.

Why is a Happy Valley nullah unlike a local contemporary? Because it is full of scoops!

"Femina" certainly gave the Bernese socks.

Judging by some of our rich world touring visitors, regularity of feature is in inverse ratio to regularity of income.

The D. P. writes of the "Trials of a Prime Ministers." Is this a sign of plurality or puerility?

The price of lead having fallen, it will not now be necessary to put two jockeys up on Boxing Eve to-day.

A Chinese orator in Hollywood Road was fined \$2 for causing an obstruction, thus proving once more that speech is silver.

The reasons for smashing windows either by soldiers or Chinese, are not transparent.

These Kowloon cyclists who have been fined, are rather doubtful about the "free" wheel.

"Board to Try to Stop Buses," says a Manila newspaper heading. Our office-boy, who had the same idea, is doing as well as can be expected.

Trousers are the bare need of the bare-kneed.

Local police suspected a Chinese of being a burglar because he bulged all over." Some of our citizens will have to go in for reducing.

"Hitch in Court," says *Telegraph* heading. The prickly heat season has evidently begun.

The Canton Government has bought a big consignment of new typewriters. This should make a greater impression.

The trouble with some of these local boarding-houses in that the landlady gets too much mileage out of the towels.

J. H. Taylor says a brilliant intellect is a menace to success at golf. This may explain why players weak at mathematics often return the lowest scores at Fanning.

Another description of an cut-out open will communicate the Hongkong merchant who advertises for an intelligent, bright, office chit-zoodle.

If the gentleman who performs in residential Kowloon with his cut-out open will communicate the Hongkong merchant who advertises for an intelligent, bright, office chit-zoodle.





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REV. LALOR FREE.

HELD PRISONER 13 DAYS IN
A HOUSE.

Hanyang, May 17.
The Rev. J. Lalor, captured by bandits 13 days ago to-day and held for \$20,000 ransom, is a free man this morning, back where he started from. He is staying at Yoklakow, on the Han River, at a branch of the Columbian Catholic Mission with which he is connected.

While anxious emissaries were scouring the countryside seeking a clue to the whereabouts of the bandits, and while troops were on their way, the Rev. Lalor all the while was imprisoned in a house at Kuanyinhui, 15 miles east of Popaowan, where a tremendous flood was caused through the collapse of an embankment.

The house was owned by a Chinese, and the man ordered to guard it now is fearing for his life, apprehensive of punishment. He is pleading that he was forced to keep the Rev. Lalor prisoner by the bandits under penalty of losing his own life, and to prove his sincerity, has offered to join the Catholic church with his whole family. This is rather a customary procedure under these circumstances, it is pointed out.

Refused to Ransom.

The bandits finally decided that to retreat was the better part of valour, especially with 2,500 troops on their tracks. They left their captive, and the frenzied guard, not knowing what to do, arranged for the Rev. Lalor to send a message to his mission here.

The Rev. Lalor was not mistreated during his captivity. The bandits were not anti-foreign. They merely hoped that a foreign captive would pay better ransom than a native, but learned differently. The Hanyang Catholic Mission had definitely decided that under no circumstances would a penny tribute be paid, even if the life of the Rev. Lalor had to be sacrificed.

The reason was that if ransom was paid for any foreigner, no matter whom, none would be safe from similar escapades. There are 40 missionaries connected with the St. Columbian mission at Hanyang, including the Rev. Lalor, and any ransom for one would probably have meant the kidnapping of all, one by one.

House Off Beaten Track.

The captive house was just off the beaten track, although near where the hunt was taking place. The bandits, it is believed, are political agents who came to this area with the revolutionary army, and who were cast aside when communism lost favour with the populace.

A sigh of relief was breathed last night when the safety of the Rev. Lalor was assured. The case was recalled of a similar kidnapping four years ago, not so far from here, when Honan bandits seized Father Melotto, who was 60 years of age.

He was taken from place to place by the bandits, and saw them burn farms, despoil households, and pillage. Finally, when it was decided that no ransom would be paid, the leader of the criminals one day alighted from his sedan and deliberately shot the aged captive. In two days he died.

DOCTORS QUARREL.

"HALF BAKED DOCTRINES"
OBJECTED TO.

New York, May 25.

Dr. Abraham Flexner, Director of Studies of the General Education Board founded by Mr. Rockefeller, which is empowered to distribute over \$10,000,000 contributed by Mr. Rockefeller, has resigned. Dr. Flexner, who at present is lecturing at Oxford under the Rhodes Trust, recently criticised the London University. In reply to which Dr. Graham Little criticised Dr. Flexner's "half baked doctrines." *Reuter's American Service.*

KIDNAPPING CASE.

ONE MAN FREED FOR LACK
OF EVIDENCE.

The kidnapping case in which two Chinese named Ah Fook and Choy Lin were charged with detaining a boy 10 years of age against his will, and kidnapping a younger boy under fourteen years of age, was concluded before Major C. Willson at the Central Magistracy yesterday afternoon. Choy Lin, who was defended by Mr. F. H. Loseby, was discharged through lack of evidence and Ah Fook was sentenced to three months' imprisonment on each of the two charges.

The father of the boys gave evidence of their disappearance and of offering a reward. In reply to Mr. Loseby witness said the boys' mother was dead but he (witness) had taken a second wife. Witness denied that the boys had run away from home because of improper treatment at the hands of their stepmother.

The Chinese informer spoke of becoming acquainted with the sale of the boys and of informing the parents. Answering Mr. Loseby witness said he had not yet received his reward but expressed the hope of getting it after the case and spoke of his intention of sharing it with his brother.

Insufficient Evidence.

After police evidence had been given Mr. Loseby said he did not think anything had come out that would affect the magistrate's intimation at the last hearing that he (Mr. Loseby) had no case to answer. The case was one of kidnapping. The boys had made it quite clear that they were kidnapped by Ah Lee. Choy Lin simply travelled in the same train as the boys. The explanation which Choy Lin was willing to give in the witness box, continued Mr. Loseby, was that just as he was boarding the train he saw Ah Lee and the two boys. Ah Lee told Choy Lin that they were his own boys, but he was so hard up that he was going to try and sell them. When Choy Lin heard of the true facts he brought the boys back at his own expense and was in fact out of pocket.

His Worship remarked he did not think there was sufficient evidence against Choy Lin and accordingly discharged him.

Ah Fook said that a man named Li Cheung, who claimed the boys as his own, brought them to him (defendant) saying that they were without food and clothes. Defendant earned \$5 on the transaction, \$3 for the bigger boy and \$2 for the smaller boy. Since he (defendant) had been arrested Li Cheung had absconded. "I have been let down by my friend," he added.

Defendant was sentenced to three months' imprisonment on each of the two charges.

King's Bay, May 25.

The "Italia" met with strong head winds on returning from the Pole but is expected to arrive here about noon to-day.—*Reuter.*

Do You Poison Yourself?

Thousands of people are poisoning their systems by overlooking the duty of daily regularity. Waste matter quickly accumulates, and if it is not expelled daily its poisons are absorbed by the blood. The immediate effects are depression, loss of appetite, and ill-temper. Few people can avoid constipation and torpid liver without the occasional aid of an opening medicine. Fortunately, there are Pinkettes, the daily laxatives, which are most efficient for cleansing the digestive tract and reviving the liver.

Take Pinkettes to-night. You'll feel better in the morning. Of chemists everywhere, or post-free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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SALESMAN SAM

MRS. GUZZLE'S MAID QUIT THIS MORNING! SHE ASKED ME TO HAVE A SEND OUT ANOTHER ONE. BE SURE THE GIRL CAN COOK AND HAS PLENTY OF BRAINS!

"SAY, IF A GIRL HAD ANY BRAINS AT ALL SHE WOULDN'T WORK OUT AT GUZZLE'S. BUT I GUESS I CAN SUPPLY ONE ALL RIGHT!"

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WANTED A HAT BRUSH TO CLEAN THE KENTUCKY DERBY

WANTED MERRY GO ROUND TO DO A FEW TURNS ON VAUDEVILLE STAGE

WELL, I SENT YOUR WIFE A NEW COOK, GUZZLE!

FINE SAM—GUESS I'LL EAT DOWN TOWN T'NIGHT!

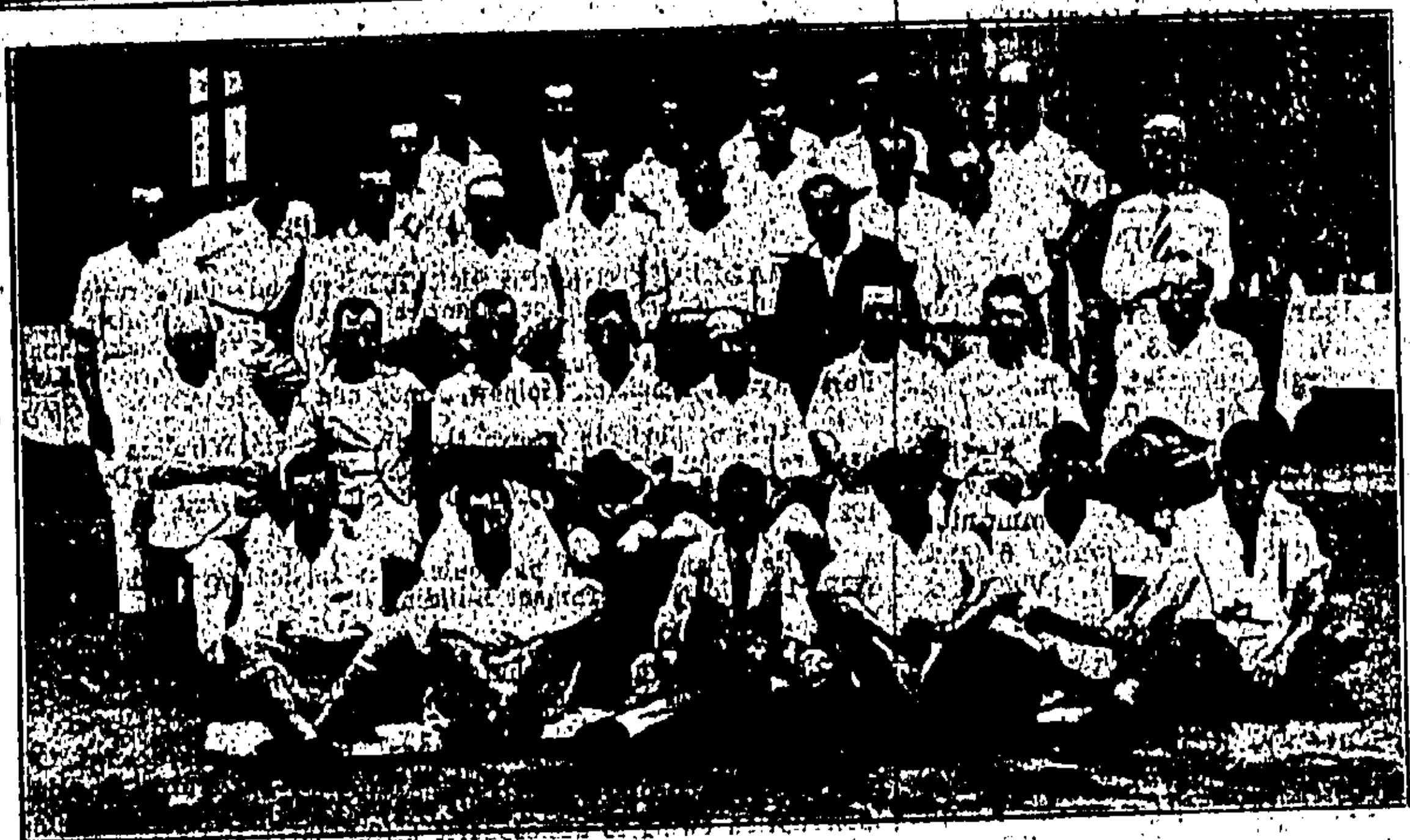
Fair Enough

HAD ANOTHER THING! OUR LAST GIRL HAD A HABIT OF COMING INTO THE PARLOR AND PLAYING THE PIANO—YOU DON'T PLAY, DO YOU?

AH! I'LL SAY AH DOES

By Small

BUT, AH GOTTA CHARGE YA TWO FIFTY A WEEK EXTRA IF AH'S GONNA FURNISH MUSIC FO' DE FAMILY!!



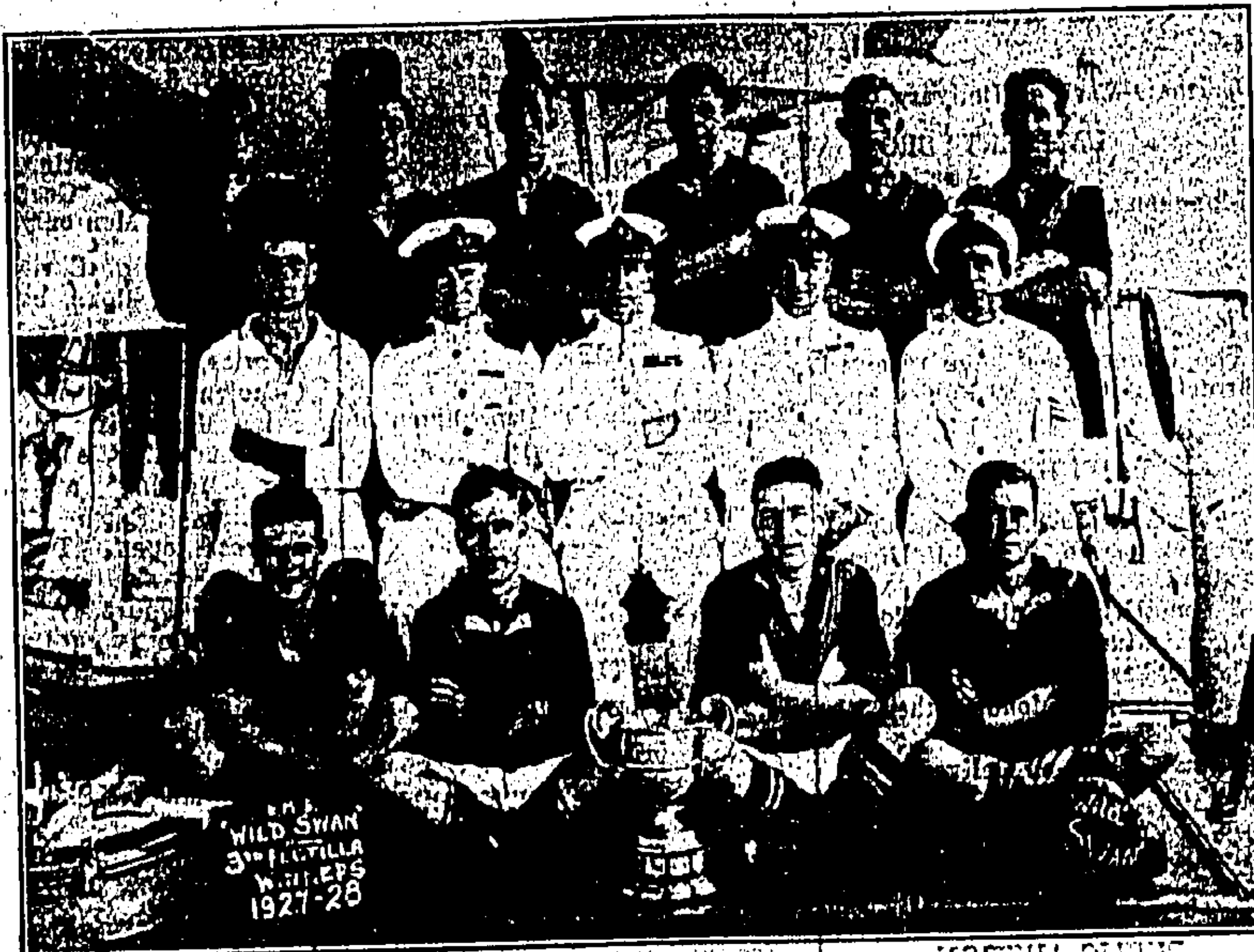
The Kowloon Golf Club and Happy Valley players who met in singles and foursomes at Kowloon on Sunday, the former winning. (Photo: A. Leung Studio).



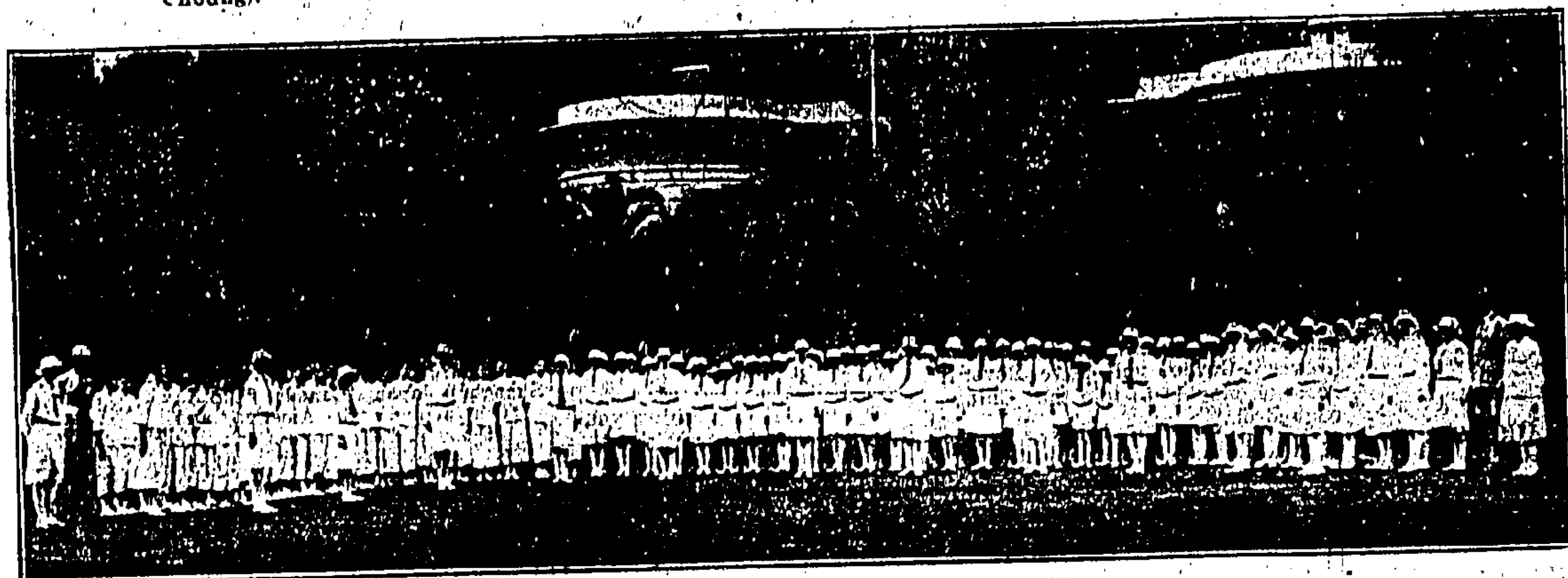
The French aviators, Capt. Costes and Lieut. Le Brix, photographed on their arrival in Paris after their wonderful six-day flight from Tokyo. Costes is on the right.



Rowing team from H. M. S. Wild Swan with trophy won in the 1928 Racing Whaler Competition. (Photo: Mee Cheung).



The Wild Swan's football team, winners of the 3rd Flotilla Competition for the 1927-28 season. (Photo: Mee Cheung).



This group of Hongkong Girl Guides was taken in the grounds of Government House on Empire Day, prior to the investiture of Mrs. Remington with the Medal of Merit and the presentation of Colours to the 2nd. and 3rd. Companies. (Photo: Mee Cheung).

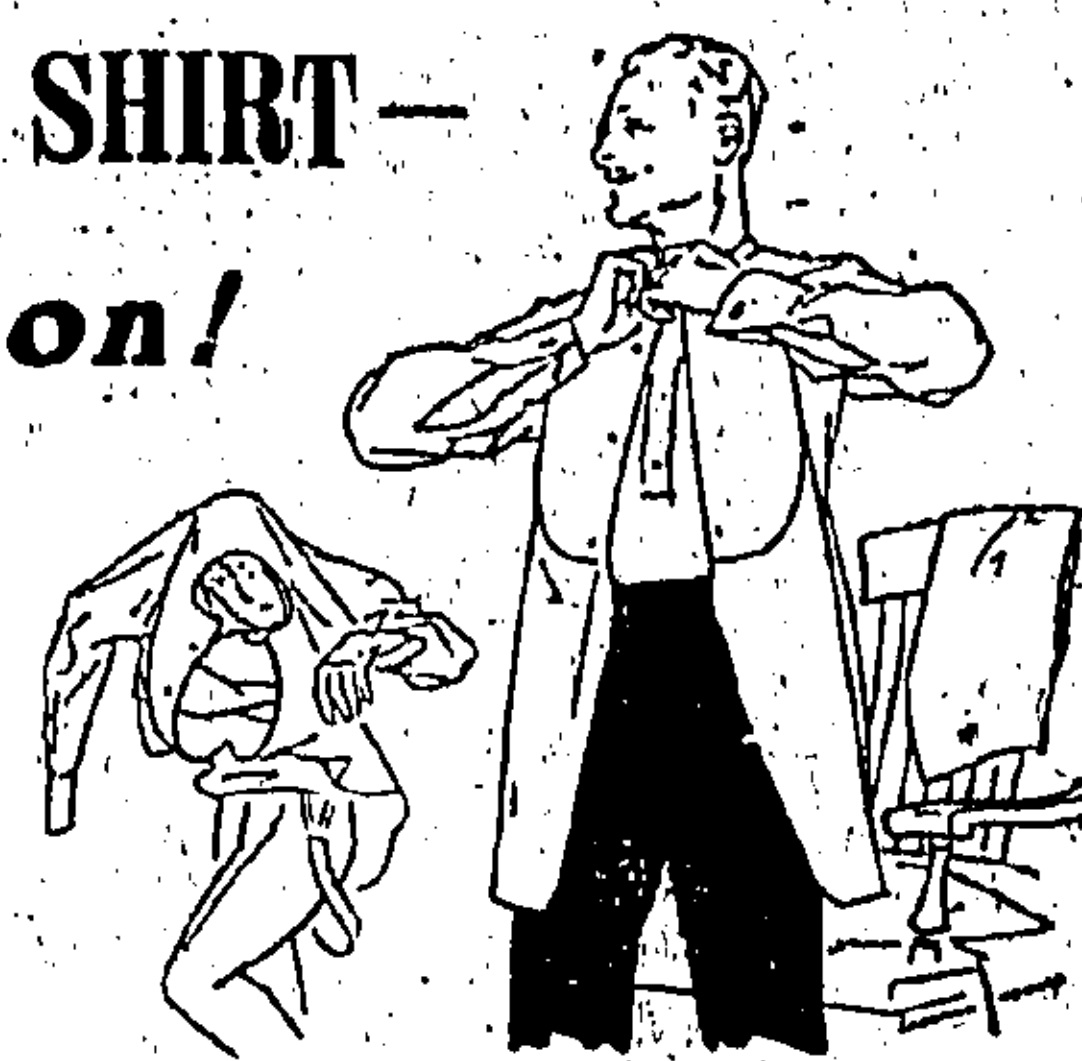


H. M. King George as Colonel-in-Chief of the Royal Tank Corps during his recent visit to the barracks at Bovington Camp, Dorset. He is wearing the Corps' black beret.



The German aviators, Hauptmann Koehl (left) and Baron Huenefeld (right), who in the Bremen made the first Atlantic crossing from east to west. They are seen aboard the N. D. L. liner Munchen, whose commander, Capt. Wittstein, is seen in the centre.

Don't dive into your
DRESS SHIRT—
Put it on!



The old-fashioned dive into a dress shirt was bad for the shirt and worse for the temper. The Summit Dress Shirt is cut like a coat, to slip on like a coat—so much easier these hot evenings too.

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Thousands suffering from Catarrh, bronchial troubles, throat and lung trouble; cough, tuberculosis of asthma, hay fever, malarial, stomach trouble, indigestion, constipation, gastritis, piles, diarrhoea, fistula, nervousness, insomnia, obesity, kidney, bladder trouble, Bright's Disease, diabetes, rheumatism, neuralgia, dropsy, pyorrhea, epileptic fits, paralysis, dizziness, headaches and many other chronic diseases, have been restored to Health and happiness without poisonous drugs or the knife by the Poo On Chinese Herbs.

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A verdict of "Suicide while of unsound mind" was returned at an inquest at St. Pancras on George Ascott (sixty-two), who was found dead at his home in St. Paul's-road, Camden Town, with a garden hose coiled round his body. One end of the hose was close to his mouth and the other was attached to a gas bracket, the tap of which was turned on.

THEATRICAL PUBLICITY.

THE WRONG KIND FOR BUSINESS.

(By Edgar Wallace.)

I have a very high regard for Press agents, possibly because for nine months I was one myself. But the good Press agents can be numbered on the fingers of one hand. They are peculiarly interesting and hard-worked people, who are expected to perform miracles. That in part those miracles are performed at all is due entirely to the extraordinarily generous attitude which the Press adopts towards theatrical ventures.

From time to time one reads bitter outbursts on the part of disappointed managements against the tyranny and unscrupulous vindictiveness of Fleet-street. To say that any bad play would have run, if it had not been for the notices, is as ridiculous as to suggest that a cab horse would have won the Derby if the Press-writers had been unanimous in praising him.

Managers have a childlike faith in the power of the printed word. They believe that if their play can only be mentioned in newspaper paragraphs, business will automatically follow. They are easily outraged and depressed by uncomplimentary references to the goods which they are offering for sale; they are unduly elated by extravagant praise, even though they may know the praise is wholly undeserved, and will not be endorsed by the theatre-going public after personal inspection.

Spilling the Illusion. The truth is that certain kinds of publicity are very bad indeed for the theatre, and particularly for the play which has induced that publicity. The theatre-going public is curiously sensitive to the atmosphere of a theatre. When it is announced in the public Press, with or without sensational headlines, that "Miss Blossie Highkick is leaving the cast of 'The Blue-nosed Baboon' owing to a quarrel with the management as to whether she shall wear stockings or appear in her own natural and shapely legs unadorned by silk covering," and that "Miss Dolly Twinkletoes is taking her place," it is quite possible that the news will thrill a section of the public, who take a morbid interest in the covering of legs, and that it will inspire enthusiasm in the breasts of Miss Twinkletoes' followers. They will gather on the first night to howl a welcome, and scenes of the greatest enthusiasm may follow the final curtain fall; but the average man and woman tosses aside the paper and says, with a groan, "Oh, Lord! Don't let us see this show!" The average man has a feeling that

he is intruding and taking part in a private quarrel.

Also the publicity spoils the illusion of the theatre. Miss Twinkletoes is no longer beautiful Mary, the squire's daughter, but just Miss Twinkletoes, who is taking the place of a lady who has quarrelled with the management.

Even amicable reshufflings of cast produce most unpleasant effects. When Robert Loraine had an offer to produce films, and left the cast of "The Man Who Changed His Name" there was no sensational quarrel to interest the public. Nevertheless, on the bare announcement that a change was taking place, business dropped with a thud. To make matters worse, it happened just before holiday week, when theatrical business drops naturally.

I know too much about the business of the Press agency to want any reference made to the change at all, but when an actor of Robert Loraine's importance goes out of a cast, it is impossible that the fact should not be known. People thought the play was coming off; it was inundated with offers for the theatre; every management in London wanted me to release members of my cast—they applied for each one separately about three times over!

A Two-edged Axe.

Another error that is made all too frequently is that the wide announcement that the Censor has banned a play gives the piece an especial value when the ban is lifted. The other day a gentleman announced his intention of putting on a drama, in which there was a sensational scene where a lady is stripped to the waist and nearly burnt with a real red-hot iron. Whether the Censor objected to "the lady's décolleté" or to the realness of the red-hot iron, is not explained.

The result of this wide advertisement is that, when the play is eventually passed, and the lady, decently attired in an artificial silk nightgown, is burnt by a property iron, the people who would have been thrilled if no fuss had been made about the burning will yawn and be disappointed.

Never tell an audience what they're missing. And never, never take the trouble to explain that an act of any kind isn't as good as it might have been, owing to that interfering man, Cromer. It is stupid to dash into print and tell the public "We were going to show you something awfully good, but unfortunately you'll have to be satisfied with a pale imitation."

All publicity that concentrates upon a stunt or some special feature of a play is bad. The stunts in "The Spider" killed it, as I respectfully suggested they would, before the play opened. They killed "The Last Warning."

Publicity is a two-edged axe, and the only kind that I personally ever want is that I'm building a yacht out of my profits on "The Man Who Changed His Name."

KING JOHN FORESTALLED.

GREAT CHARTER OF 2,000 YEARS AGO.

LAWS OF SHEBA.

New York, Apr. 29.

Examination of an inscribed stone record found in Southern Arabia reveals that Sheba was the first limited constitutional monarchy. It "foreshadowed the British Constitution" in a remarkable fashion, "Professor James A. Montgomery, of the Pennsylvania University, informs the American Philosophical Society.

This ancient "Parliamentary document" of Sheba is undated.

Probably it belonged to a period considerably later than that of the Queen of Sheba called "Balkis" or "Maqueda," who visited Solomon early, in the 10th century B.C.

Professor Montgomery, indeed, expresses the belief that the newly discovered legislative enactment of Sheba in South Arabia took place not long before the Christian era.

Besides enacting fundamental laws for the realm of Sheba, the document states that the will of the Legislature—or representatives of the Estates of the Kingdom—will have equal force with the decrees of the King of Sheba.

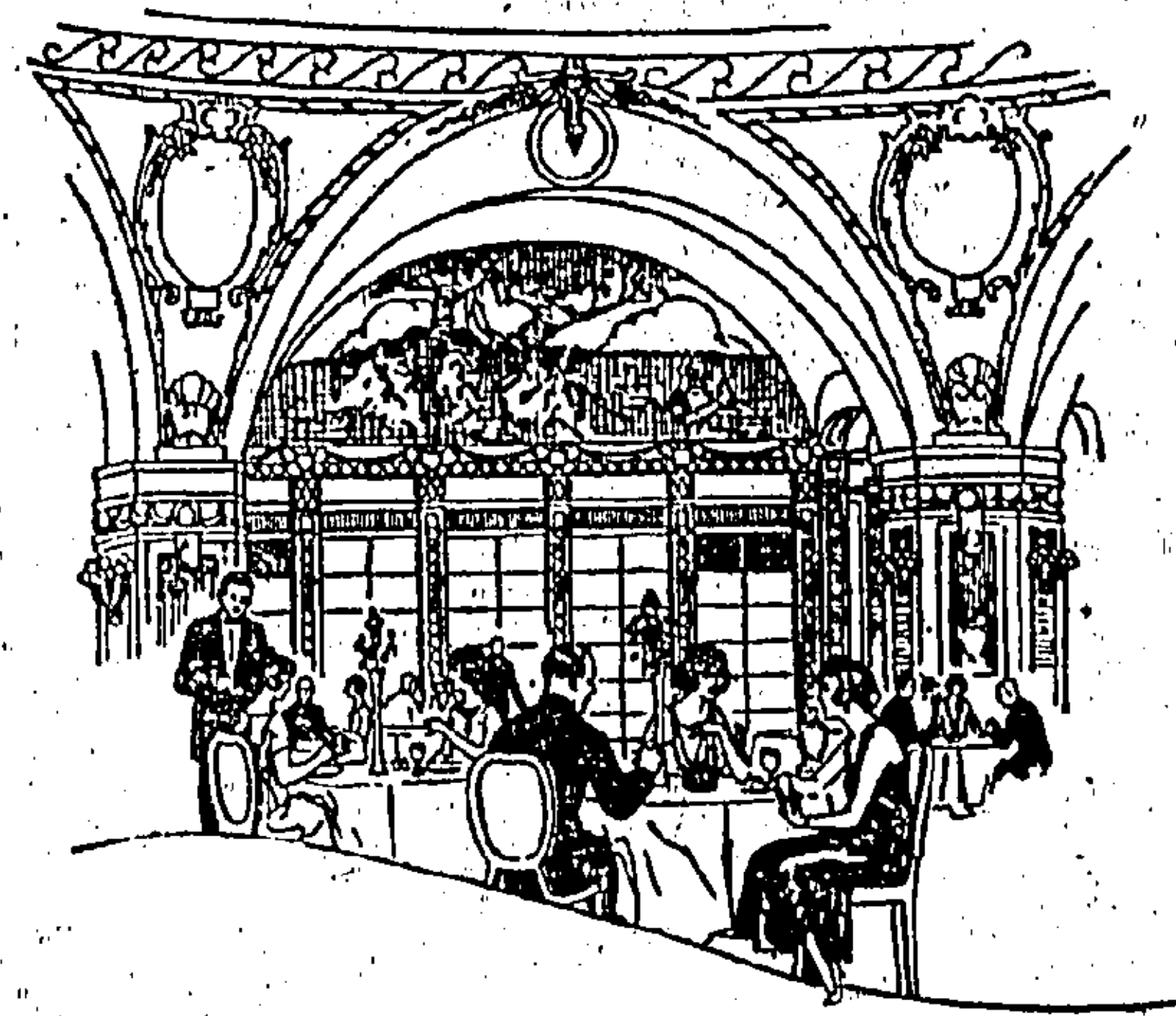
As in Simon de Montfort's Day, the record ordains that the law shall be published "so that he who asks shall find out." This is regarded as a remarkably early anticipation of the English principle.

Since the document refers to two earlier meetings of the Parliament, it is considered as indicating that the constitutional system of government was well established.

It asserts the rights of the Estates of the Realm with a vigour like that of the Magna Charta or the Bill of Rights, and it refers to the "submission and devotion" of Parliament to the law.

Throughout the text there are references to two orders of the realm—roughly, the nobles and the commoners.

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and beauty combined, than any other system you can buy.

Model for model you will find Kelvinator prices actually below others.

This being the case—and it is—why be satisfied with any other system but Kelvinator? It costs less at the start; much less in the long run, and there's an attractive household budget purchase plan for those who desire to use it.

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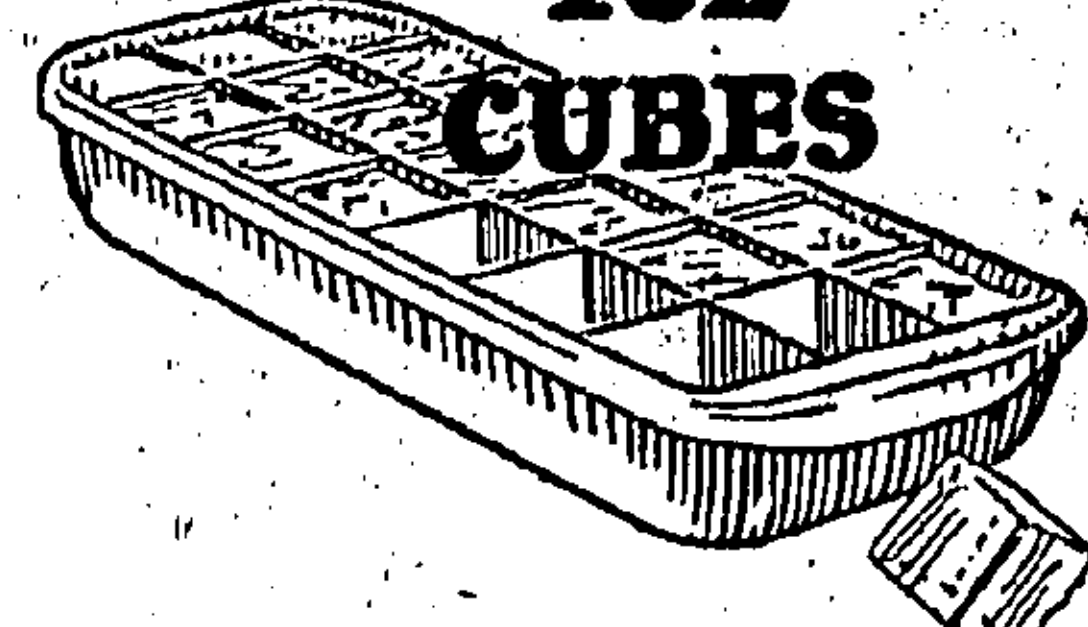
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A black and white illustration of a person with dark, curly hair, seen from behind. They are wearing vertically striped pajamas and are seated on a simple wooden chair. In their right hand, they hold a lit candle in a small holder, and in their left hand, they hold a large, dark book open. The person appears to be reading. The background is plain white.

The particular process by which "Lactogen" is prepared, carefully preserves all the vitamins which are vital to a child's growth and strength and well-being.

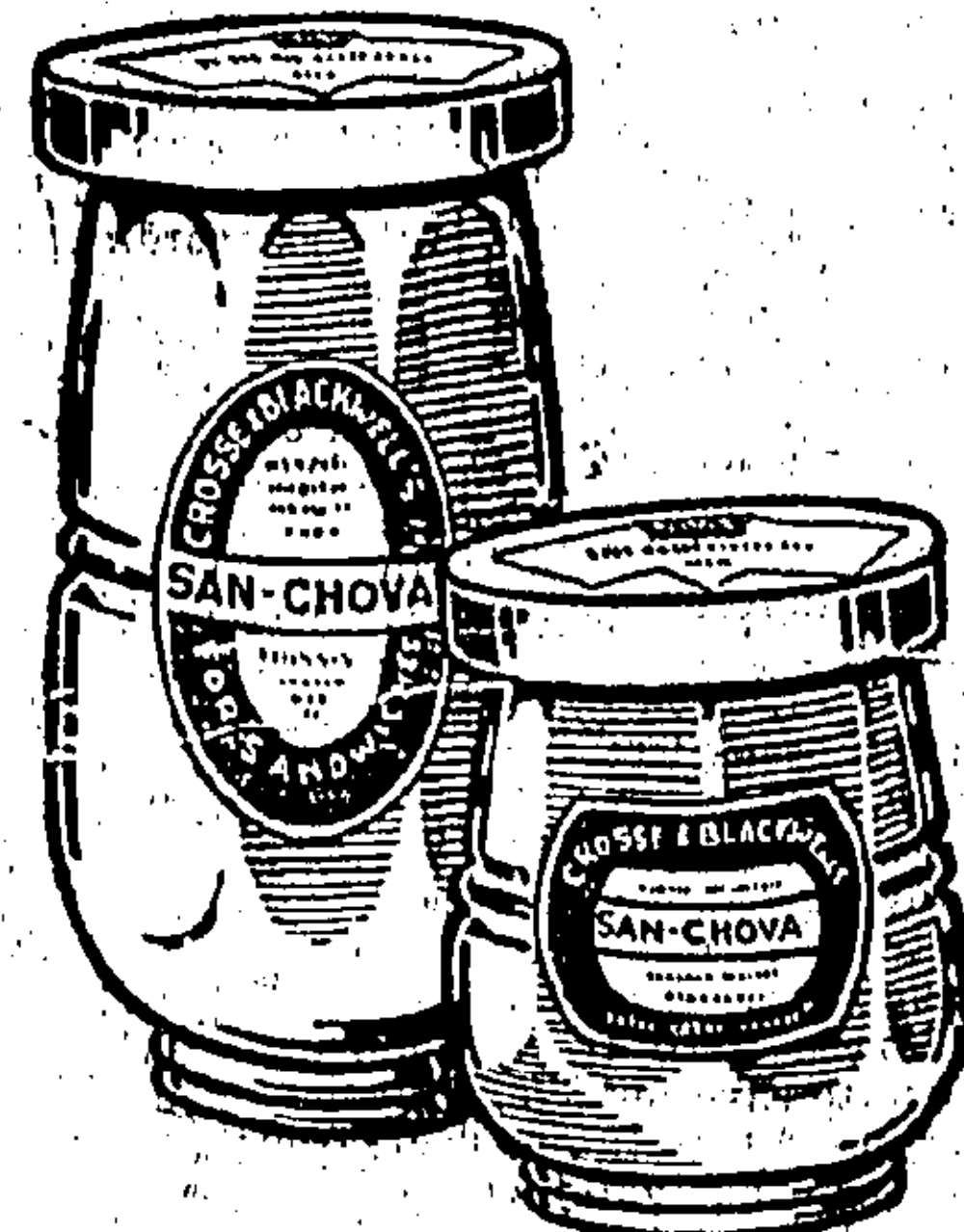
A Nestles Product.

EVERYWHERE.

Berlin, Apr. 24.—It is reported that the Reichsbank has bought Russian gold to the value of 25,000,000 marks (£1,250,000).

But the sufferings of the men were as nothing to the trials of the women riders. Here is an account of a case in which the Cyclists' Touring Club took action as late

Finally, however, the Chairman decided that the question of "rational" dress was irrelevant to the issue, and held that an inmate was bound to supply refreshments in a fit and reasonable place. The jury found a verdict for Lady Haberton, and paymaster's opinion soon followed.



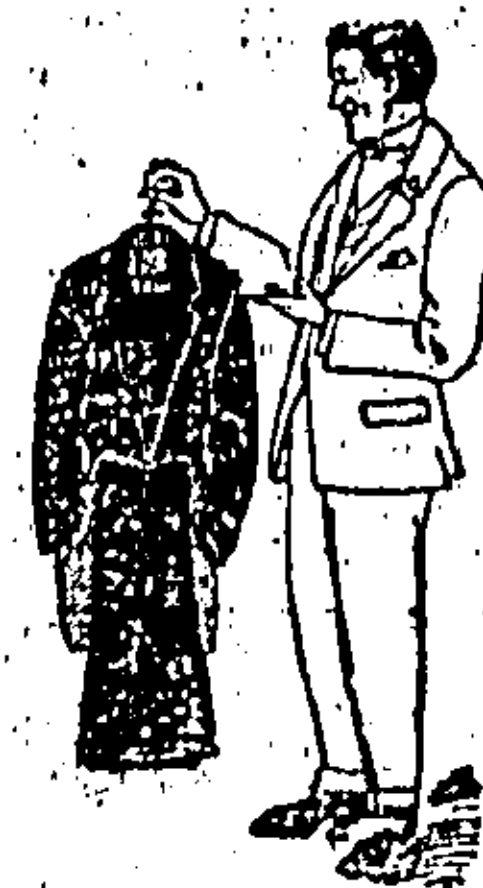
It is also a Crosse and Blackwell product, so you may be sure of its goodness. Yet it costs no more than any ordinary fish paste—and it's British!

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Hongkong.

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Happy Valley.

35, Nathan Road
Kowloon.



NOT HARRINGAY—BUT LUNA PARK, WEYSIDE, MASS.

The grandstand holds the center of the picture. Powerful

A panoramic view of the greyhound racing track at Luna Park, Ward Road, Shanghai, on which the Greyhound Racing Club will hold its first meeting to-day. The track is owned and operated by the Greyhound Racing Association of China and as the photograph shows, is all but ready for use. The tower on the left of the picture is where the man controlling the speed of the hare is stationed. The grandstand holds the centre of the picture. Powerful lights will be hung over the course from the poles seen round the track. What about the middle of this ground for a football field? a soccer enthusiast asked as soon as he saw the picture. It would be as good as any first class club ground at home, he said.



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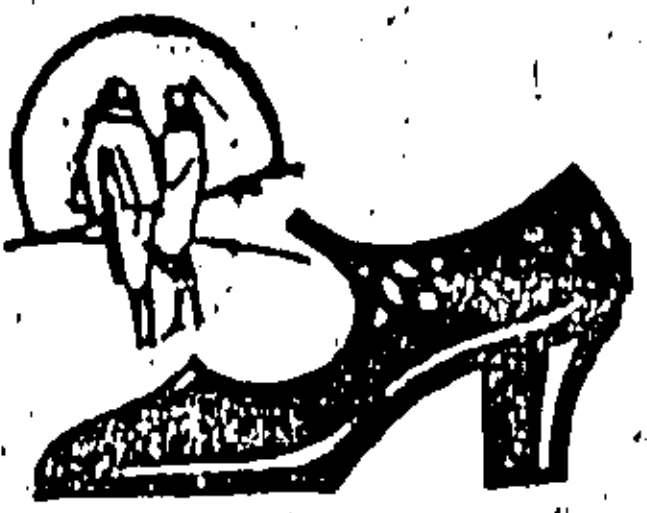
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FOUR ACRES OF DISSSENT.

LORD OF MANOR AND
PARISH COUNCIL.

VILLAGE CLAIM.

Whether some four acres of ground now used as allotments are part of the village green, or the freehold property of the lord of the manor, is exercising the minds of Ickenham ratepayers.

The parish council seeks to establish public right to the allotments as well as to the green; the lord of the manor—Mr. David Pool—claims that the ground belongs to him.

At the moment the dispute has reached a deadlock; Mr. Pool complains of the way in which the parish council has treated him; nobody apparently is paying rent for the allotments.

Rights for £25.

Major Flavell, chairman of the parish council, says there was no doubt that at one time the allotments formed part of the green. He said:—

"There is an old document in existence which makes that point quite clear.

"Our contention is that these allotments are still part of the green and that they should revert to the green. The lord of the manor paid £25 for manorial rights; it is inconceivable that for that sum he should obtain four acres of freehold ground worth probably £250 an acre."

Mr. F. G. Oliver, chairman of the Residents' Association, says:—

"If the lord of the manor has really secured such a good bargain as he claims, I for one wish him good luck. But the rate payers hold very strongly to the view that all he actually acquired in the purchase of the manorial rights was the usual rights over common land, which includes Ickenham Green."

Mr. Pool, lives in a delightful old house, formerly the manor house, which dates back to the 14th century.

"I do not dispute," he says, "that the allotments once formed part of the green—in fact, I can give you the date when they first ceased to do so.

Ancient Records.

"But the old documents in my possession show conclusively that for nearly 80 years lords of the manor have been receiving rents for these allotments, and thus the freehold belongs to me.

"I acquired the manorial rights for sentimental reasons more than anything else. My great-grandfather was bailiff to a previous lord. The Court Rolls go back to 1416 and the land itself is mentioned in the Charter Rolls of 1253, which are kept in the Tower of London.

"The green is leased to the parish council for 99 years. They first tried to contend that this lease also covers the allotments.

"As to the idea that the allotments are part of the green, the document whereby the land was demised to the council states that the green consists of 'all that open, unenclosed land,' whereas the allotments are enclosed by a hedge and a ditch, and have been so enclosed longer than the oldest inhabitant in the village can remember.

Mr. Pool hints that had the parish council adopted a different attitude he might have taken a course which would have settled the matter without dispute.

Canberra, Apr. 24.—The Government has decided to increase the duty on foreign films by one half-penny a foot. This change, it is estimated, will have the effect of increasing the revenue by £44,770.

CINEMA NOTES.

"LES MISERABLES" AT THE QUEEN'S.

"Les Miserables," regarded by most people as by far the greatest work of Victor Hugo, transferred to the screen by the French, is having its final screening to-day at the Queen's Theatre. The picture contains many memorable scenes, and the acting of M. Gabrio as Jean Valjean is that of a great artist. The film is noteworthy for the fact that the majority of the exteriors were taken at the same places as mentioned by the famous author in his book. Owing to the great length of the film, "Les Miserables" will be shown at 2.30, 5.00 and 9.15 p.m. only.

World Theatre.

"The Frontiersman," which is to be shown at the World Theatre for the last time to-day, is a story based on the Greek Indian war and the exploits of General Andrew Jackson in his endeavour to promote peace between settler and Indian. Colonel Tim McCoy and Claire Windsor, who have the leading roles, are ably supported by Tom O'Brien, Louise Lorraine, and May Foster.

Star Theatre.

Also showing to-day for the last time, at the Star Theatre, is "The Boy Friend," an excellent comedy in every way. John Harron and Marceline Day head a capable cast which includes also George K. Arthur, Ward Crane, Gertrude Astor and Gwen Lee. The picture is an amusing satire on the book of etiquette.

Denny Comedy To-morrow.

The popular British screen comedian, Reginald Denny, will be seen in his latest picture, "That's My Daddy," at the Queen's Theatre to-morrow night on Monday. The picture, which is full of amusing complications, was directed by Fred Newmeyer, who directed many of Harold Lloyd's films. The large cast includes Lillian Rich, Tom O'Brien and Charles Coleman.

THREE ROMANTIC BENEFACTORS.

MAGNIFICENT ANONYMOUS DONATIONS.

A veil of anonymity still screens the names of three members of a family who have given £100,000 for the extension of the Fitzwilliam Museum at Cambridge.

When first it was known that £100,000 would be required to meet the cost of the extension there came donations of £30,000, £20,000 and £20,000, and the only clue made public as to the donors was that they were "members of a family connected with the university."

Year by year the fund rose, but still only through gifts from the same generous three.

At Cambridge University on Friday it will be proposed—

That the thanks of the University be conveyed to the three anonymous benefactors who, by adding respectively £17,000, £7,000 and £26,000 to their previous contributions of £20,000, £30,000 and £20,000, have most generously subscribed the required total of £100,000 for the extension of the Fitzwilliam Museum, now in progress.

The extension consists of a two-storied block of four galleries at right-angles to the Marlay Galleries. The ground floor, it was suggested, should be given up to ceramics and the first floor to pictures.

All is planned so as to form one side of a future quadrangle on the Grove Lodge site.

It is hoped that the names of the three anonymous donors will ultimately be attached to the new wing.

WHEN THE ROMANS HAD GREYHOUNDS!

MUSEUM OF IDEALS IN KENT.

Ospringe, Apr. 28. Truly did Sir Henry Miers, reporting to the Carnegie Trustees about the sad lack of museums in towns, point to this little village and praise its collection of Roman and prehistoric remains.

Sir Henry, until lately Vice-Chancellor of Manchester University, has stated that over 110 towns with populations of over 20,000 have no museum.

This afternoon I discovered, in Water-lane, a Jacobean house labelled "Museum," past which motorists hurried as if panic-stricken by the suggestion of antiquity and mediocrity.

To this ignored spot came two schoolboys from Sittingbourne, each with a thirst for knowledge. And, however much adults may disbelieve it, the lads kept Mr. Whiting, the curator, talking archaeology until his voice was husky and his throat as dry as the bones in his show-cases.

It was an example of how museums should be run. It was, too, archaeology with the lid off—a talk of penknives and pence, graves and greyhound racing, bangles, beads and bracelets, a baby's feeding bottle, flint-saws, dice and counters, hobnails, mirrors, cremation, and the mystery of the Saxons woman who lived with the Romans at Ospringe long before the Saxons came.

"You see, boys," said Mr. Whiting confidentially, "we found a Roman cemetery a little way up the road a few years ago, and when we dug there was all this stuff.

"Take greyhound racing. People think it is a new craze. But look at this old snap-knife we found in a grave. It has an iron blade, a rivet, and fits into a sheath just like your penknives.

"This sheath is a metal cast of a greyhound chasing a hare. The chase must have been a popular sport to be remembered on the handle of a pocket-knife.

"On this vase is a stag being chased by greyhounds, and here on a bottle is another picture of a hound after a hare.

"We have lots of these bottles, many of blown glass. This one was placed together by a schoolboy. We gave him a spade of earth to pick out the bits, and he had them for three months before he had puzzled it out.

"This skull has been examined by Sir Arthur Keith, who says it is that of a Saxon woman. How did she get into a Roman grave? There's a mystery for the wit of man!

"These dice of glass? Ah, they caused an argument up in London. I believe that the Romans used to cover these bits of glass with thin layers of lead and use them as mirrors. Such mirrors were unknown before the 12th century when they were invented in Germany.

"Then we discovered these tiny bits of glass which actually have the shining lead on them. . . . Hobnails from Roman sandals, bracelets, dice and counters, hairpins and safety pins, buckles, jet and coloured beads, a family porridge dish and many other remarkable relics came under a tireless schoolboy inspection.

It was rewarded by a secret. The curator explained that only poor men had been buried in the cemetery, and whispered a suggestion to the boys.

The Ospringe Mystery.

"The real mystery of Ospringe is a rich man's cemetery. . . . some schoolboys. . . . several pots. . . . when we get some money we shall dig. . . . the place is a bank near. . . . The boys exchanged intelligent glances and bid the curator goodbye.

"We have about 1,000 visitors a year," remarked Mr. Whiting to me. "Boys spread the news. There will be a lot of them from Sittingbourne now. In time we might even get some of the endless procession of motorists passing through the village."

INJURED GIRL'S PLUCK.

TRAPPED 40 MINUTES IN A LIFT.

"During the forty minutes she was pinned down she never made a murmur; she just grinned and bore it," said Mr. A. E. Shakesby, an osteopath, who was present while firemen cut away part of a lift to release Marjorie Bridge-land, an 18-year-old clerk, who was trapped between the lift and the floor at the offices of the Abbey-road Permanent Building Society in Upper Baker-street, London.

An official of the Society said that while the firemen were cutting through the steel framework of the lift Miss Bridgeman, though badly crushed and lacerated, made no complaint. She merely asked how long it would take to get her free.

Dr. J. W. Davis, who administered morphine to relieve the girl's suffering, said that when she was released she said it was not necessary for her brother to accompany her to hospital as she was all right.

Miss Bridgeman, whose home is in Belmont-street, Chalk Farm, lies in a critical condition in St. Mary's Hospital, Paddington.

MIRROR TRICK FOR CITY PIGEONS.

'ALICE-BLUNDERLAND' RUSE OF THE TRAPPERS.

Eighty-two City pigeons, roused from their sleep outside St. Paul's Cathedral and the Royal Exchange in the early hours of the morning recently—

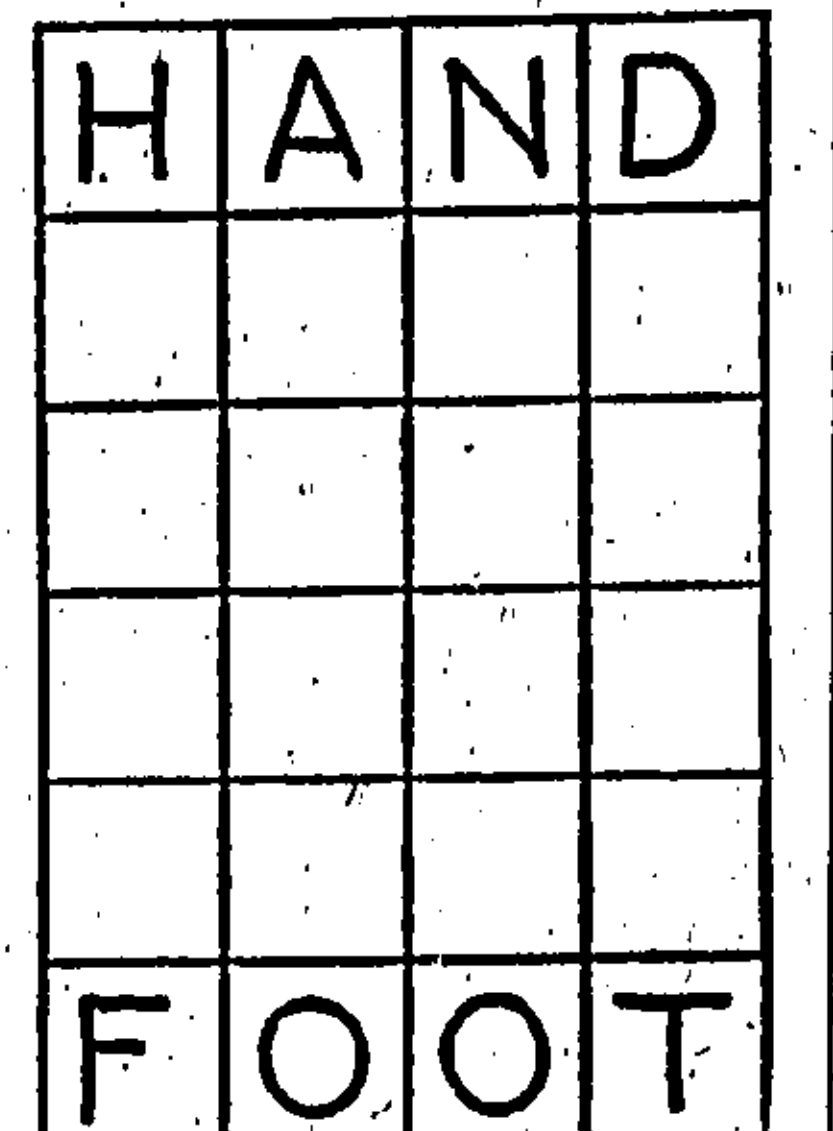
Looked into mirrors placed in their midst, mistook their reflections for other pigeons. Stepped forward to make friends, and—Were trapped.

This ruse, witnessed by a handful of early City workers, was the latest development in the official campaign, started last December, to reduce the City's pigeon population.

Within a couple of hours 82 had been captured. Since December Mr. W. Dalton has trapped about 1,500 pigeons. He hopes to capture from 500 to 1,000 more in the next few months.

LETTER GOLF.

Don't show your HAND but keep your best FOOT forward.



1—The idea of letter golf is to change one word to another and do it in pairs, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

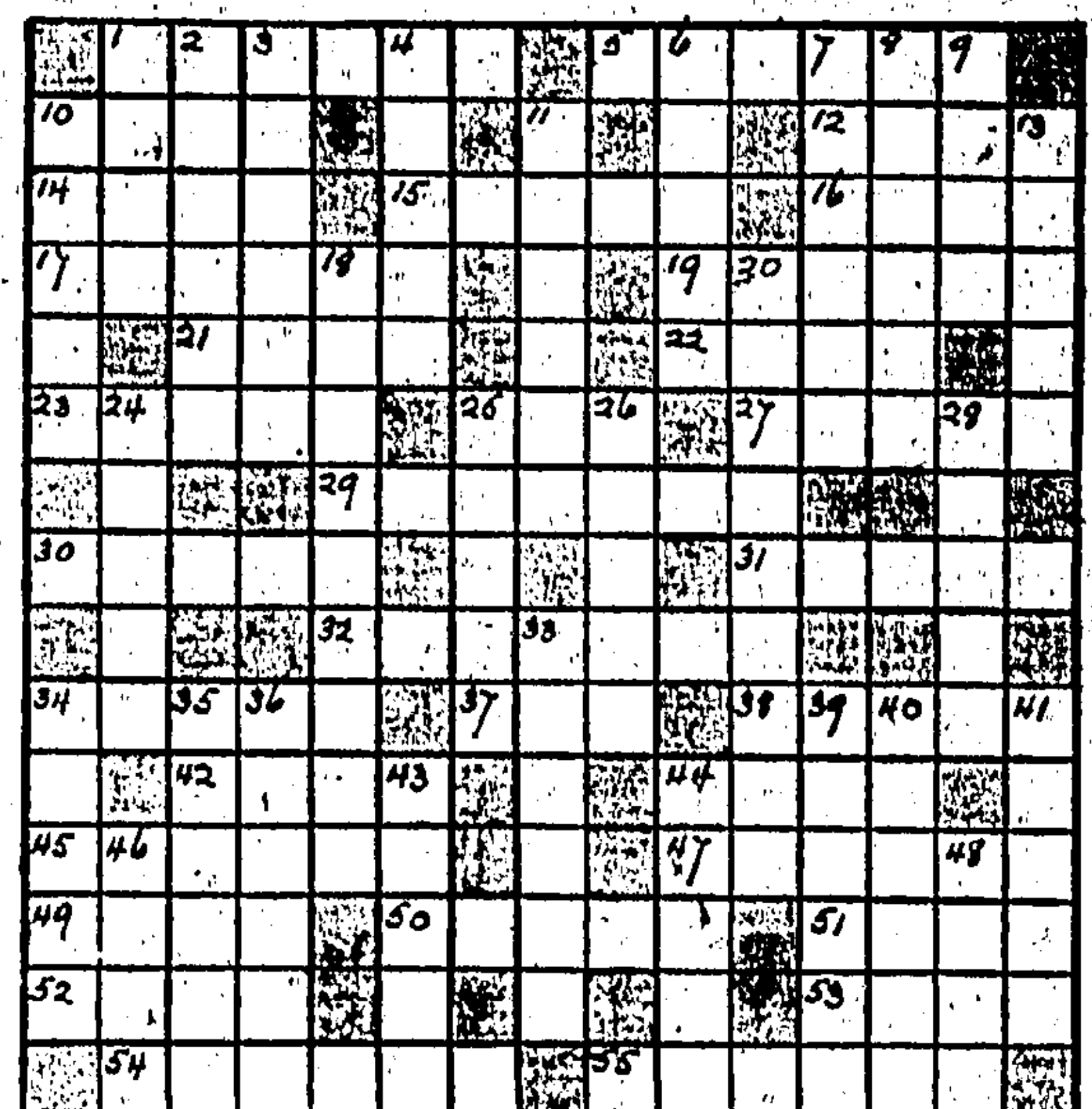
2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

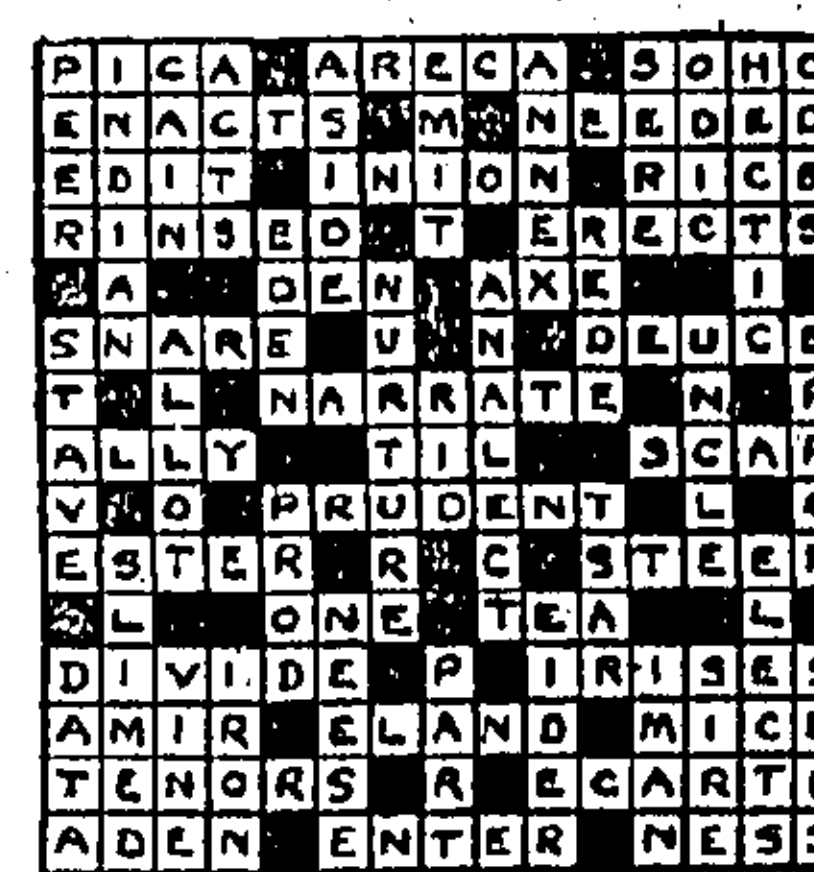
One solution is printed on another page of this issue.

OUR CROSSWORD PUZZLE.



- Across.
- 1 Rock having a foliated structure.
 - 5 Sunk to a low condition.
 - 10 Wan.
 - 12 Slash.
 - 14 Mark of a wound.
 - 15 Coloured clay.
 - 16 Walking stick.
 - 17 Said of the arm.
 - 19 Sprinkle.
 - 21 Bearing.
 - 22 Fish of the shark kind.
 - 23 Sail supports on vessels.
 - 25 Ocean.
 - 27 Vascular net-works of vessels.
 - 29 Cover with a crust.
 - 30 Cider is made from it.
 - 31 Mock.
 - 32 Portuguese coin.
 - 34 Cattle rearing farm.
 - 37 Mate (slang).
 - 38 Burdens of ships.
 - 42 Yard.
 - 44 Incline.
 - 45 Long violent speech.
 - 47 Pertaining to the god of the winds.
 - 49 Superintend the publication of.
 - 50 Revolving part of an electric generator.
 - 51 Otherwise.
 - 52 Executed.
 - 53 Spaces.
 - 54 Diminish.
 - 55 Yields to another's decision.
- Down.
- 1 Pillage.
 - 2 Demands as due.
 - 3 One who lives in solitude.
 - 4 Paint.
 - 6 Highly favoured.
 - 7 Evade.
 - 8 Red wines of the Bordeaux district.
 - 9 Ring.
 - 10 Sacred hymn.
 - 11 Beetle.
 - 13 Early period in life.
 - 18 Supplanted.
 - 20 Pocket-book.
 - 24 First letter in the Greek alphabet.
 - 25 Bed of shell-fish.
 - 26 Relating to the car.
 - 28 Overthrow.
 - 33 Saneness.
 - 34 Reproved.
 - 36 Belonging to the nostrils.
 - 38 Hampers of wicker work.
 - 39 Assert.
 - 40 Pertaining to the stile of a dial.
 - 41 Trigonometrical lines.
 - 43 Brood of eagles.
 - 44 Concise.
 - 46 Object of worship.
 - 48 Deadly species of viper.

Yesterday's Solution.



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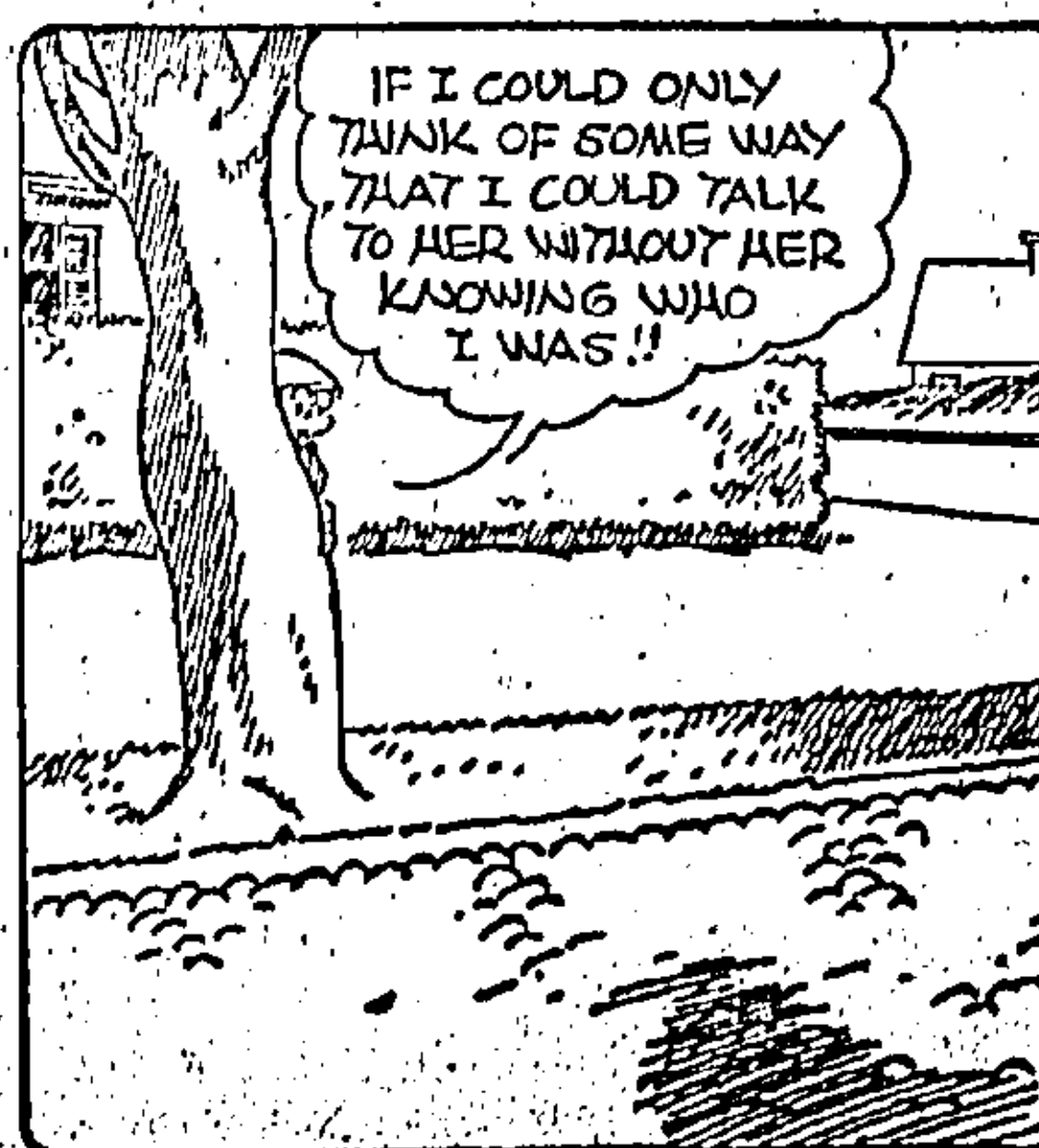
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The
Hongkong Telegraph.

SATURDAY MAY 26, 1928

FACTS AND FANCY.

Detailed reports by mail of the discussion which took place last month before the Opium Committee of the League of Nations at Geneva on the question of the production of the drug confirm the embled accounts that the Chinese delegate (Mr. Chao) was at great pains to deny the suggestions that poppy growing was on the increase in China. He declared that there was no Chinese law which permitted the cultivation of opium and emphatically asserted that China's policy was one of prohibition. There was, it is true, an admission on his part that "there had been slackness in carrying out that policy," but he suggested that the Chinese could not be blamed, as they were not masters in their own house, and it was difficult to control foreign Concessions and foreign nationals.

If that is the sort of stuff that is told the Geneva conferences, we can well understand the possibility of a confused impression prevailing at the League of Nations headquarters, although it is to be noted that after Mr. Chao's speech the Committee decided to leave each member to form his own conclusions on the Chinese statement. Let us now compare Mr. Chao's declarations with the facts. We have it on the word of the International Anti-Opium Association in Peking that in every respect the opium situation in China is worse than it was twenty years ago, and that, so far as the Nationalist Government having attempted to restrict, control or suppress opium cultivation, the reverse is the truth. The so-called Opium Suppression Bureaux are nothing other than monopoly organisations, from which the authorities draw enormous sums for military operations and civil propaganda. We are told, moreover, that China now uses as much opium as in pre-prohibition days, with the added gain that the drug is her own production. How, in such circumstances, Mr. Chao can assert that China's policy is one of prohibition, passes our comprehension. We have not the space in which to give facts and figures in respect of the various provinces, but we will refer to one or two of the districts reported on in detail by the International Anti-Opium Association. In the case of Anhui, it is put on record that whereas in 1924 nearly eighty per cent. of the

poppy was uprooted under orders of investigation commissioners, now every district in the province is free from restraint and, under taxation, is encouraged to cultivate. In Honan, the bureau for the suppression of the traffic is described as merely an office for the receiving of bribes. Turning to Kansu, where the "Christian" General was expected to eradicate the evil, we are told that "everybody seems to be planting it," whilst in Kweichow it is recorded that most of the fertile valleys are given over to the poppy, with the result that in some places it is impossible to secure vegetables.

We could go on almost ad infinitum citing facts to show how hollow and misleading Mr. Chao's assertions are. The suggestion that China is the victim of foreign machinations is almost too ridiculous to be repeated; it is on all fours with the familiar myth of the British having forced opium on the Chinese. So far as Britain is concerned, she has more than done her part in seeking to co-operate with China in the suppression of the traffic. But she has met with no response save empty words and meaningless proclamations on the part of China herself. If China is really sincere in her anti-opium ideas, the remedy lies almost entirely in her own hands.

Volunteer Poverty.

Shanghai's complacency will, we are afraid, be seriously disturbed by Major-General Wardrop's strictures on the inadequacy of the Shanghai Volunteer Corps. One might imagine that the General's sole impression, after a long series of inspections under different circumstances and conditions, was the numerical poverty of the organisation; for while he does not say so in so many words, the underlying suggestion of his comments is that, in the event of a real emergency, it would be futile to mobilize the Corps. The efficiency of the various units as at present constituted is beyond question, but this is but a small sop to the Shanghai mind. Hitherto, and justifiably, Shanghai has prided itself in the possession of a Volunteer Corps second to none in the Far East from every point of view, and the point of our comment is that if General Wardrop can run a coach and four through Shanghai's conception of its civic responsibilities, other communities will do well to revise their estimates before the General goes on tour. Apparently, nothing less than the enrolment of every able-bodied man of reasonable age will satisfy his theory of the necessities, and though we would not go all the way with him in this, the layman will experience no difficulty in understanding his conception of things. The possibility of a repetition of Nanking and Tsinan exists in any area within the war zone if populated by foreigners, and it is perhaps pertinent to ask what Shanghai could have done to avert calamity last year if thrown on her own resources. Of course, it is accepted that the Powers are too wide awake for such a prospect, but we do not see that this could be advanced in defence of the unpreparedness of the community itself. Loath though we may be to admit it, Hongkong is delinquent to a far greater extent than Shanghai. There are many young men here who can and should join the H.K.V.D.C. They would find it an asset in many ways; for instance, they would be provided with two free pairs of shorts!

CORRESPONDENCE.

SWEATED LABOUR.

[To the Editor, Hongkong Telegraph.]

Sir,—There's another thing I want you to take up, so I'll write to you now before I forget it. And that's this. People in Hongkong do too much work and office hours are too long. One hour for tiffin! I ask you. Isn't it ridiculous? How can a man nourish his frame and rest his poor tired brain after four hours of intense effort in one short hour? And get a haircut? Not every day, of course, but you know what I mean. Some days he wants a haircut or something. Then he has to go without. It's either one or the other. Too much hair or not enough food. It's all wrong. Believe me. You go into the thing properly. These scientific birds who work out fatigue charts and that sort

DAY BY DAY.

IT IS WELL TO VALUE PEOPLE FOR WHAT THEY ARE, WITHOUT EXPECTING PERFECTION.—Mary Lamb.

Warships in port to-day dressed ship in honour of the birthday of H.M. Queen Mary.

Lance-Sergt. R. K. Valentine has been promoted Second Lieutenant in the Hongkong Volunteer Defence Corps.

Yesterday's health returns show four cases of typhoid, two of small-pox and one of paratyphoid fever. All were Chinese.

The open-air dance arranged by the Kowloon Football Club for to-night has been postponed on account of the inclement weather.

At the P. W. D. offices on June 11th, there will be offered for sale Inland Lot 2578, situated at Wong Nei Chong Road. It has an area of about 6,160 square feet, and the upset price is \$16,940.

It is notified that, at the expiration of three months, the Kung Wo Hotel Company Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

His Excellency the Officer Administering the Government has appointed the Hon. Mr. B. D. F. Baith to be a Member of the Architects Committee, vice Mr. D. G. M. Bernard, resigned.

Our Swatow correspondent reports that a brigade of the 13th Army has been ordered to send forces against Communists who have more or less organised themselves in the Taipu and the Chieh-liang districts.

His Excellency the Officer Administering the Government has, in accordance with instructions received from the Secretary of State for the Colonies, recognised Monsieur Luigi de Dionigi as Vice-Consul for Italy in Hongkong.

His Excellency the Officer Administering the Government has recognised Mr. Jose Gascon Ch. Gonzalez de Bernedo, provisionally and pending the issue of His Majesty's Exequatur, as honorary Consul for Guatemala in Hongkong.

The Hongkong Tramways Co. intends to apply to the Governor-in-Council for power to construct about 240 yards of single track tramway connecting the existing single track at the south end of Percival Street with the existing single track in Wong Nei Cheong Road opposite tramway standard No. 665, and an additional cross-over near the junction of Praya East and Percival Street.

of thing. They know. Long hours, low output. Short hours, big profits, and up go the sales of Baby Austins. What do you think about it, General? Don't you agree? Who doesn't? Chuck him out. Those in favour? Carried unan. Yes. I think so.—Yours, etc.,

K. K.
P.S.—Are your knees nice?
Hongkong, May 25th, 1928.

Cinema Prices.

[To the Editor of Hongkong Telegraph.]

Sir,—With reference to "Critics' letter in this afternoon's issue, I would agree with him that not only the prices charged for "Los Miserables" were exorbitant but that the prices for the ordinary shows are a bit too high for the general public.

It is not very long ago that the prices for the ordinary shows were raised. Do you think that it is fair to the general public just because the Hongkong Amusement Co., Ltd., holds the monopoly of the picture shows in the Colony, they should raise the prices? What was their reason for doing so? Are they losing in the business? I don't think so! I know of picture palaces in other places in the Far East where they do not charge so exorbitant prices as here. I think local picture fans will agree with me that it is time for the Amusement Co., to have their prices reduced.—Yours, etc.,

A PICTURE FAN.
Hongkong, May 25th, 1928.

LETTERS FROM HONGKONG.

6.—Port Said: Mastery and Wisdom

At ten o'clock on Thursday night the lights of Port Said swam into view over the horizon. They found most of us hanging over the rail, thrilled with our first approach to the real East. Just out of sight in southern darkness lay the land of Egypt, the ancient home of Cleopatra, Pharaohs, bullrushes, and all things luxurious. Julius Caesar sailed these seas, and Mark Anthony, and before them, Greeks, Phoenicians, —mysterious, remote men; with lives to live and hopes to live for like ourselves.

A cluster of lights came swaying and bobbing towards us and presently resolved itself into a miniature steam yacht, with a beautifully appointed boat in tow. It made a wide sweep, and drew alongside, where loosing, momentarily, the tow rope, the boat with a cunning manoeuvre closed with the gangway, and there stepped on board the pilot, in white ducks. Something in his walk and bearing was extraordinarily familiar as the typical stage Egyptian. He ran lightly up the gangway, while the steam yacht hauled in its tow rope once more, and the gleam of its polished brass faded into the night, leaving only its 'awaying' lights, surely the smartest pilot boat in the world.

We passed a red light buoy and swung round into the channel. A broken dark line showed the position of the old breakwater—the beginning of the canal. It was too dark to see what it was like, or why it was broken. As we crept nearer and nearer to the lighted town, little boats began to appear, silent and mysterious. When they came within the circle of the ship's lights they were transformed into either plain little craft with native plans in the gunwales, the rowers standing and pushing their oars, as harbourmen do the world over; or comfortable motor craft carrying mainly dinner—inside well-dressed folk.

The first building facing the shore appeared to be purely a mass of pillars bathed in light. This, as we approached, turned into the lounge of a hotel, a large space without walls, only a roof supported on pillars, under which we could see people sitting about listening to a band. Some couples were dancing.

We crawled on, right into the town. Port Said is nearly all water, with a few mud flats on which the houses are built. On the eastern side it was now nearly all in darkness, but towards the west there were lights and bigger buildings. Each large building is surrounded on every floor by a loggia, and between the masses, the dark water reaches out its arms.

When we reached the innermost recesses, the nose of our good ship was hauled round by one tug, while another pushed us from behind, and we tied up. We were immediately surrounded by bump-boats, crying their wares; necklaces, Turkish delight, hulae shawls, and small, mediocre carpets; a continuous clamour of shrill exposition. It was half past eleven, and having stood peering over the rail for a matter of three hours or more, I was beginning to feel sleepy. It seemed (uncharitable thought) that there might be some sort of justification for throwing water into their boats. But they are poor folk and one's feelings change with the morning.

We were boarded by a swarm of officials who arrived in beautiful motor craft with outlandish names and the green and white flag of Egypt, but none of them with the precision of the pilot boat. Several of them had two or three tries before they made the gangway. The most important, of course, was the mail, and before one o'clock, Mary was made happy in her bunk by letters from home.

The next morning the bump-boats were still there, apparently fairly fresh, but with the same goods. Trade was not brisk. The diving boys, lithe and brown in the water, had a better "turnover," but only in pennies, which they stuffed into their mouths until their cheeks bulged.

Just before we left, a lady bought a pair of sandals for her child. At the last minute, she found that they would not fit. "They are too small," she called.

"Yes, I bring you a bigger pair," said the boatman, searching amongst his stock.

"No," said the lady. "The big ones are too big and the small ones too small. I want my money back."

The Egyptian was now half way up the gangway with another pair of sandals. The ship was moving, his mate was clinging on below. The man hesitated. I do not yet understand the expressions of the East, even as little as this, but I thought he merely looked anxious—and honest. I wondered how it would turn out.

He backed down the gangway. "I go get," he said. "No," shrilled the lady, nervously and imperiously. "I want my money. Give me my money now."

"I go get," said the man and leapt into his boat. He lifted a corner of sackcloth and disclosed about seven shillings in silver, the night's takings of the two of them. He picked up two shillings and ran up the gangway again. The ship was moving faster. The ship's bo'sun, a burly ruffian in blue dungarees, appeared at the rail to haul the gangway up. "Come on," he shouted. "Hand over that money quick."

"I come," said the Egyptian; and indeed he was already there; the two shillings had returned to the lady; the boatman was retreating down the gangway. "Get out of it," shouted the bo'sun. "I'll hand you over. See—police!" He pointed threateningly to one of the many police boats dotted over the harbour.

"Me—thief!" said the Egyptian, anxious and indignant. "Me—thief! I get money! Me—thief—No! Why police?—thief?"

He retired to his boat and pushed off hurriedly, another human misunderstanding.

Further back, another boat had actually had a little water poured upon its wares, and the boatman was angry about it. Some how this morning, I sympathised with him.

"You say things no good," he shouted impotently, spreading his hands. "No good now—all spoiled—throw into sea." Nevertheless in a little while he was having another try with a pile of boxes of Turkish delight.

"Six boxes," he called. "What you say? Six boxes—two bob!" Nothing doing.

When we moved off, this very man smiled gaily at us, waved his hand, and shouted "good-bye" many times.

Officers landing in Egypt always carry a revolver and ammunition. It is a curious country. I leant against the rail and watched Port Said disappearing as we drew into the narrower waters of the canal, thinking of our relations with other races of the earth. The Briton, by some unexplained mastery, has apparently succeeded wherever he has set foot. But has success brought him any increase in wisdom? Perhaps it is necessary to be very firm indeed with Zaghul Pasha and his minions. It may be, on the other hand, that peasants and boatmen are very much the same all the world over, and in spite of certain inescapable changes of countenance, are human beings not unlike the best of us. Methods of treatment are infectious. I have no doubt the bo'sun would not have spoken as he did, but for some previous experience. What one doesn't know is whether that experience was a disillusioning one from below, or a case of education by example from above.

Out here in Hongkong, one occasionally comes across an Englishman, old enough (colonially) to know better, addressing a perfectly respectable Chinese coolie in terms of abuse which he would not think of using to the veriest ruffian at home. As likely as not, he is answered by a smile. Bertrand Russell says this is because, to a Chinese, such abuse must be looked on either as a joke or as an insult only to be repaid by death. We have no wish to raise any claim of infallibility for Mr. Russell, but this opinion is at any rate more interesting than that of the man who classes all "coolies" together at an indifferent level of inferiority.

POEMS THAT LIVE.

MUSIC WHEN SOFT VOICES DIE.

Mute, when soft voices die,
Vibrates in the memory—
Odours, when sweet violets sicken,
Live within the sense they quicken.
Rose leaves, when the rose is dead,
Are-heaped for the beloved's bed;

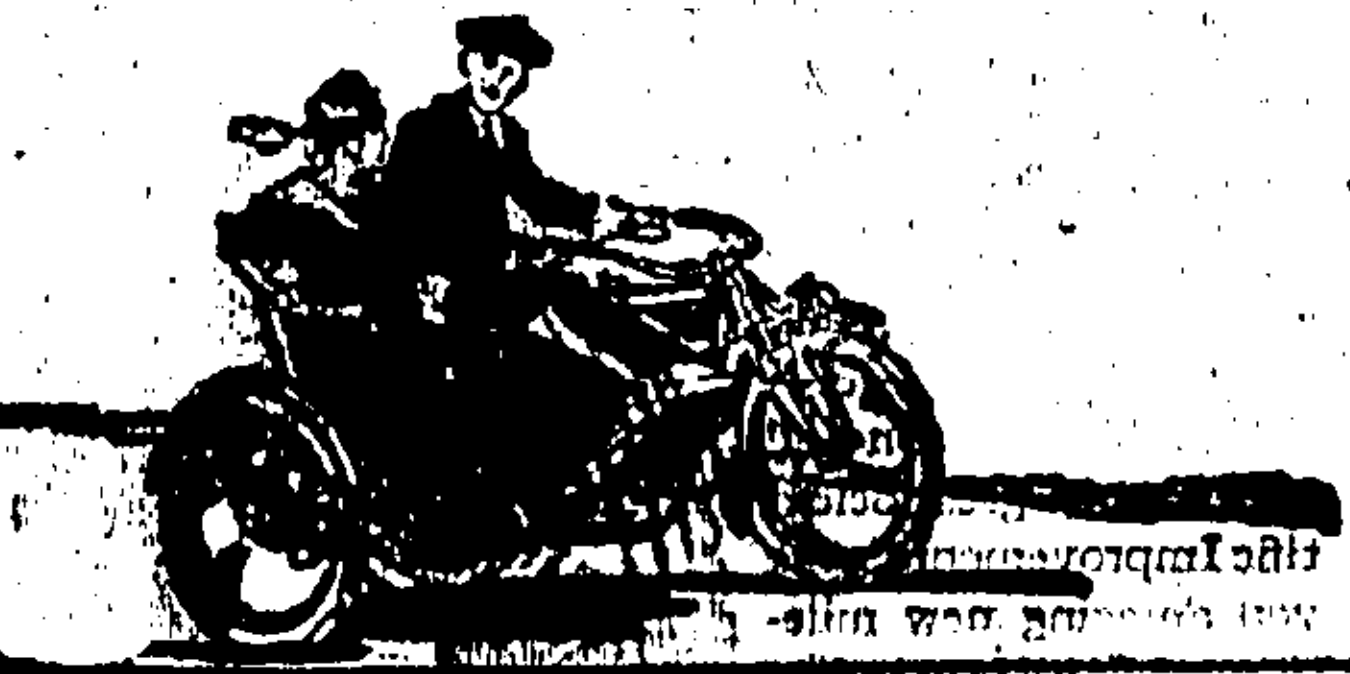
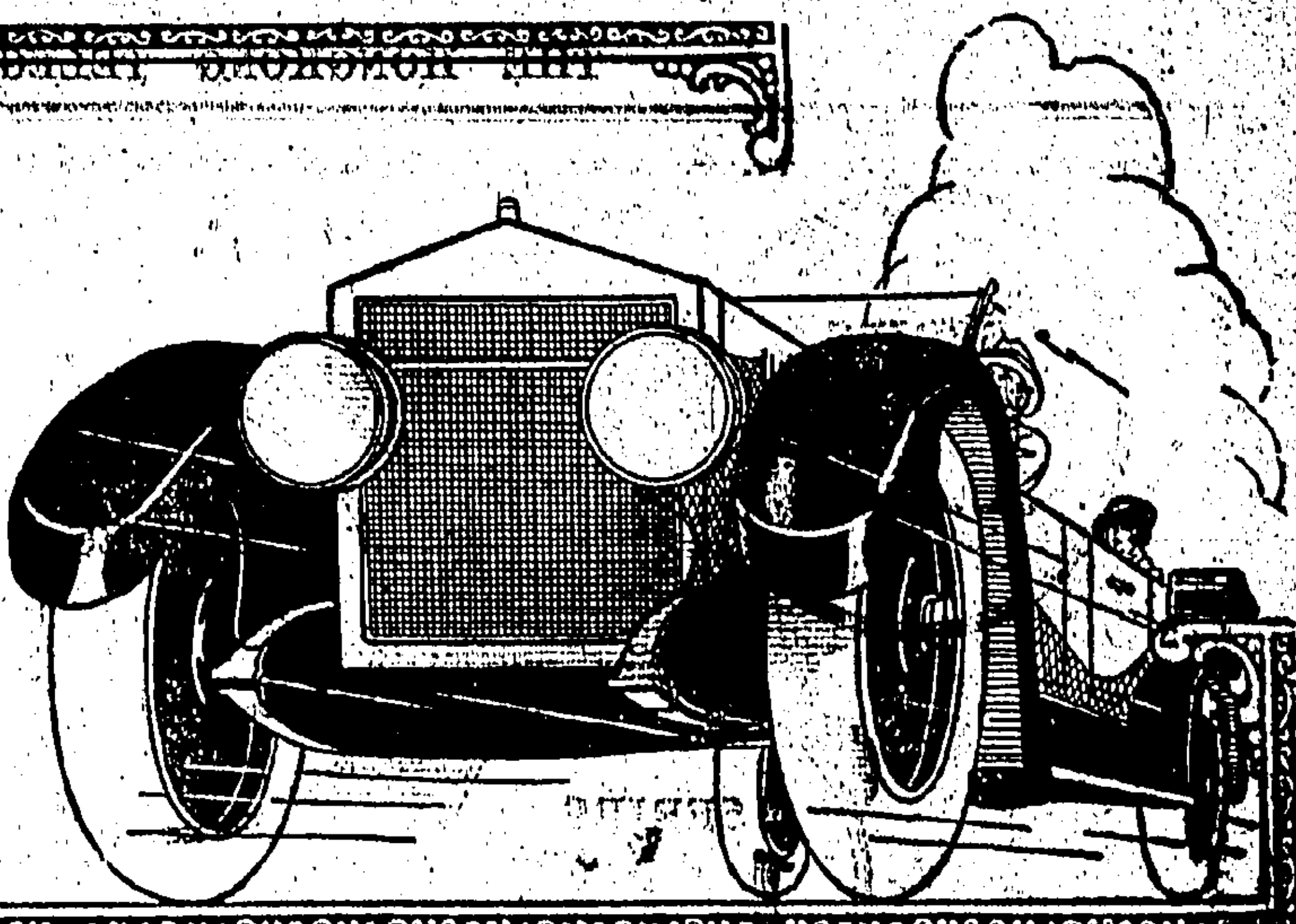
It is advertised that on Whit Monday, all departments of Messrs. A. S. Watson and Co., Ltd., will be closed. The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

And so thy thoughts, when thou art gone,
Love itself shall slumber on.

Shelley

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY 26th MAY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

The King's Birthday.

In view of the innumerable complaints that were made last year regarding the traffic problem in the vicinity of Happy Valley on the occasion of the King's Birthday parade, local motorists will be interested and pleased to know that the Automobile Association is early in touch with the authorities with a view to regulating matters so as to avoid a repetition of the chaos. There will be a one-way traffic rule so that all cars going to the Valley will proceed by way of Wong Nei Cheong Road, and all cars leaving the Valley will proceed by Morrison Gap Road. It is desired strongly to recommend all car drivers who intend going up Stubbs' Road after the parade to keep close in to the left when going up Morrison Gap Road. They can then turn away into Stubbs' Road without interfering with anybody. Cars which intend returning to the Central district along Queen's Road East should keep to the centre of Morrison Gap Road so that the traffic officer on duty at the bottom of Stubbs' Road will automatically know their intention according to their position. Cars leaving the Valley and going to the Praya or Shaukiwan, via Tin Lok Lane, should keep more or less to the right until they pass the Monument corner, after which they can go over to the customary left-hand side by the foot of Morrison Hill. The above procedure, if followed, would sort the traffic out into three streams each of which would be clear to keep its course unhampered by other streams. We learn that the military authorities are being approached with a view to keeping troops on the right hand side of the road when marching away from the Valley and if this suggestion is accepted it should do much to simplify matters. Thus the troops will not be annoyed by the motor traffic. None are more anxious than motorists to give the troops a quick get-away, seeing that they will have been on parade for some hours. A great deal of time and thought has been given the whole problem and it is up to all motorists to co-operate as closely as possible.

Centralised Lights.

There have been further complaints made regarding the placing of the lights at the bottom of Garden Road and it has been contended in representations which have been made to the Hon. Secretary of the Automobile Association that with the lights scattered about as at present a good deal of confusion and uncertainty arises. We understand that the matter has been taken up with the proper authorities and that the suggestion has been made that the lights should be clustered together in the centre of the roadway on top of the stand used by the traffic officers by day. It is argued that if men can regulate the traffic by day from this one centre, then they can do so equally well at night. Some of the present lights are occasionally obstructed by passing trams and one light is obstructed by the police stand itself. Furthermore, to a driver who is not well accustomed to driving past this spot at night there is not a little difficulty in locating the traffic sign that applies to him. We think the suggestion for centralising the lights is a good one with many obvious advantages to recommend it.

Queen's Road East.

The problem of pedestrian traffic in Queen's Road East is one of the greatest which local motorists have to face. Although quite a number of Chinese are beginning to realise that they cannot afford to loiter in front of motor cars, a great deal of un-

necessary, foolish and dangerous obstruction still persists. We are happy to record that there have been fewer accidents in this region during the past few months, which shows that there are some Chinese pedestrians who are waking up to the fact that there are such things as motor cars in this Colony. In addition to needless loitering, the Chinese are often guilty of hurrying across the road without troubling to see what traffic is approaching. It has been suggested that a remedy might be found by placing street refugees in Queen's Road East and in various parts of the Colony, but considered opinion is that local conditions are all against their employment. In the first place, they would very largely be ignored, and with a transient population such as comes and goes in Hongkong it would be very difficult indeed to educate the Chinese up to the idea of crossing streets only at the refugees. Further, refugees are themselves an obstruction and in other places have been found dangerous to night drivers. We read in a Home Journal that in Berlin it is proposed to abolish street island refugees for pedestrians and replace them by ordinary white lines. A number of such lines are in existence in this Colony but they would scarcely be suitable for the problem of Queen's Road East. We suggest that one or two extra police officers might be placed on duty in this thoroughfare with instructions to encourage people to keep out of the roadway as much as possible, and, generally, to do a little helpful educational work among thoughtless pedestrians. The task of educating the Chinese to a sense of modern traffic conditions is really an elementary one that needs to be tackled from the beginning. Queen's Road East would make an ideal starting place.

Solid Tyres.

Motor vehicles fitted with solid tyres do not compare favourably with those fitted with pneumatics, for they not only cause much greater damage to the roadways but, during wet weather, are inclined to skid and become a danger. It is true that solid-tyred vehicles are prohibited in the New Territories but they are permitted in Hongkong and Kowloon although governed by weight restrictions. We recall the time when the Island Road to Aberdeen was badly cut up through the buses plying along it being fitted with solid tyres, and so soon as a change to pneumatic tyres was effected a great improvement in the wear of the roadway was evident. It will be conceded that had the large fleets of motor buses in Kowloon been fitted with solid tyres the roads would soon have been in a very bad state. In most places nowadays the use of solid tyres is officially discouraged and if there is a place where this example should be followed it is here in Hongkong. Our roads have good surfaces but they are not built to stand heavy haulage work by solid-tyred motor trucks, especially in the summer time when the intense heat softens the asphalt or tarred surface. Lorries are the only vehicles now fitted with solid tyres and we think it would be advisable for the authorities to request pneumatic tyres on all vehicles that are put forward for registration.

Public Drivers' Badges.

Quite a number of public motor drivers are dealt with by the Bench each week for failure to wear their identification badges, and although this may appear to be a minor offence it is essential that public drivers should be made to wear them. It has been necessary for members of the public to make re-

MOTOR-CYCLE RACING THRILLS.



During the recent grass-track motor racing at Chingford some exciting riding was seen when, under the auspices of the London Motor-Cycle Club, the amateur Grand Prix was competed for. The above picture shows how one of the competitors—A. E. Warwick—became separated from his mount.

ports against drivers from time to time but we are given to understand, in no instance has anyone ever quoted the offending driver's badge number. Doubtless, the drivers were not wearing their badges. Very few people have ever seen a taxi driver or bus driver or conductor in London on duty without his badge for it is considered a serious offence in that city. The sooner local public drivers are made to realise that they must carry their badges the better will it be for all concerned, the drivers themselves included.

Motor Cycle Club.

Efforts are being made by several local motor cyclists to form a Motor Cycle Club and a meeting for the purpose of considering the idea is to be held this afternoon. Motor cyclists interested are asked to be at the Kowloon side of the Star Ferry wharf at three o'clock when those who assemble will ride to Castle Peak where a stop will be made for the meeting. It is expected that, if the club is formed, it will be used for the purpose of promoting social events such as bathing parties in the summer, (for which purpose it is hoped to acquire a marsh), and for promoting appropriate gatherings for the winter months. The spirit animating the enthusiasts at the moment is a "Happy Go Lucky" one and probably this spirit will survive if the proposed club is formed.

A Safety Buffer.

A Berlin message of April 27th, announces a new motor car buffer of wonderful efficiency. A motor-car travelling at 28 miles per hour crashed into a tree, but neither the driver nor the motor-car was injured or damaged. The same car travelling at 20 miles an hour hit a pedestrian and the pedestrian just gasped and smiled and was quite unhurt. These two demonstrations were arranged by Herr Schleiss, inventor of a wonderful buffer consisting of a solid tube of rubber which when fixed to the front of or behind the motor-car is claimed to make "safety first" an almost superfluous slogan. The cars fitted with buffers then charged each other running at 18 miles per hour, but no damage was sustained nor were the occupants hurt. A leading German insurance company has been so impressed by these results, that it is offering a reduction of 25 per cent. on premium rates to motorists whose cars are fitted with the buffer.

Parcel Cars.

As will be seen by an advertisement on this page, the Gascon Motor Company of Kowloon, agents for the Harley-Davidson motor cycles, are announcing new motor cycle parcel cars suitable for the

PRECISE CYLINDERS.

Packard Engineering.

Ten drops of water represent the maximum difference in cubic contents among all of the cylinders of every engine of Packard cars now being built. Any one of the combustion chambers of one motor also will not be less nor exceed in cubic contents any one chamber of another motor by the space occupied by ten drops.

Until the advent of the Packard Six car seven years ago combustion chambers of automobile motors were as smooth or rough, large or small as the limitations of foundry work dictated. Packard invented a machine by which the chambers of the cylinder heads could be accurately machined, despite their hour-glass-like shape. This work reduced carbon deposits on the cylinder head and caused motors to operate more smoothly by holding explosions of all cylinders to a more uniform force.

With the advent of Packard's turbo cylinder head and motors of higher compression Packard invented a new type of machine which automatically machines the new forms of combustion chambers despite the fact that they are undercut and still irregular in contour. The latest machine also reaches a higher degree of accuracy. With the close limits to which the work now is held there is no measurable difference in compression between one cylinder and another.

speedy delivery of light goods. We learn that one is soon due to arrive here, having been ordered by the Macao Government in connection with postal delivery work, and traders and others interested should take advantage of the opportunity to inspect the machine when it arrives here and before it is sent to its purchasers. The parcel cars are really handsome and useful affairs, and, judging by the manufacturers' description and specification, are particularly suited to parcel delivery work in a place like Hongkong.

French Motor Cycle.

An agency has just been opened here for the famous Monet and Goyon motor cycles, manufactured in France and which have an enviable record in motor cycle racing events. The cycles, of which the 175 c.c., 250 c.c., 350 c.c., and 500 c.c. models are shortly expected, are equipped with the latest features, such as balloon tyres, double exhaust, etc. An advertisement in this issue tells where to obtain particulars.

TYRE REPAIRS.

A New Method.

Akron, April 20.—One of the most significant experiments in a new phase of tyre repairing, conducted by Miller tyre engineers, has resulted in an unheard-of record for added mileage to tyres, some of which were almost ready for the junk heap. A total of 419,659 miles has been added to 142 bus tyres by the use of cord patches, rubber cement and a preparation of rubber compound for plugging holes and other repairs in tyre treads. The most outstanding feature of the experiment, engineers say, is the fact that plaster cord patches are self vulcanizing.

One tyre was repaired in this manner after it had gone 15,847 miles. At this time it has reached a total of 25,221 miles and is still going. Out of the total of 142 tyres, 98 are still in service. The total of nearly half million miles added, represents cord patch repairs on a little more than half the total number of tyres. Several tyres have piled up a total of more than 5,000 miles each, since they were repaired, Miller tyre men assert.

According to tyre engineers, the use of cord patches, rubber cement and plugging material is common enough on smaller tyres and substantial added mileage is not uncommon. But the test of this method of patching large bus tyres, usually overloaded, is said to be the supreme test of this method of tyre repairing. Miller tyre engineers, in their report of the experiment, explain that in making repairs they often had to pyramid two or three cord patches, on top of each other. It is estimated that a total of 1,000,000 miles will probably be added to the tyres on one fleet of buses before the experiment is concluded.

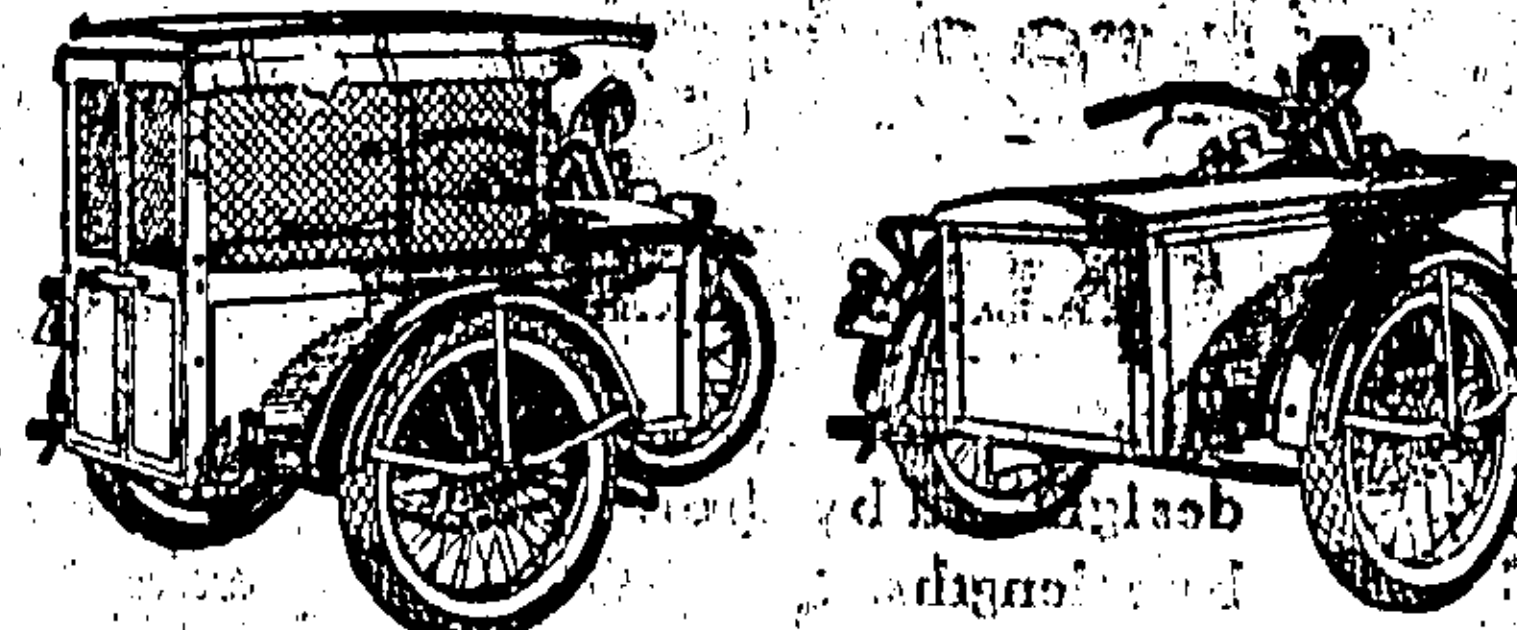
NO NIGHT PICNICS.

New Forest, the ideal English resort for picnic parties, is now under commissioners' ban. No cars are allowed to park on the forest land after sunset.

CAR THIEVES LOSING.

Stealing automobiles is becoming less and less of a paying proposition, reports the National Automobile Dealers' Association of U. S. Nearly 92 per cent. of the 95,000 cars stolen in 25 cities last year were recovered.

Our Stock of 1928 Combinations and Singles is sold out.
Next shipment is due in June.
Take our advice and book yours RIGHT NOW.



HARLEY-DAVIDSON PARCEL CARS.

To every tradesman, merchant and manufacturer the question of efficient low cost delivery is one of vital importance. The business man who can cut his delivery costs in half and at the same time give his customers better service will not only reduce his overhead but will also increase his sales volume. The Harley-Davidson Parcelcar is daily proving itself to be the best means of handling light deliveries—whether measured in terms of mileage, initial investment or operating costs. When its operating cost is compared with other motor equipment, it is easily seen why so many satisfied users endorse the Harley-Davidson Parcelcar.

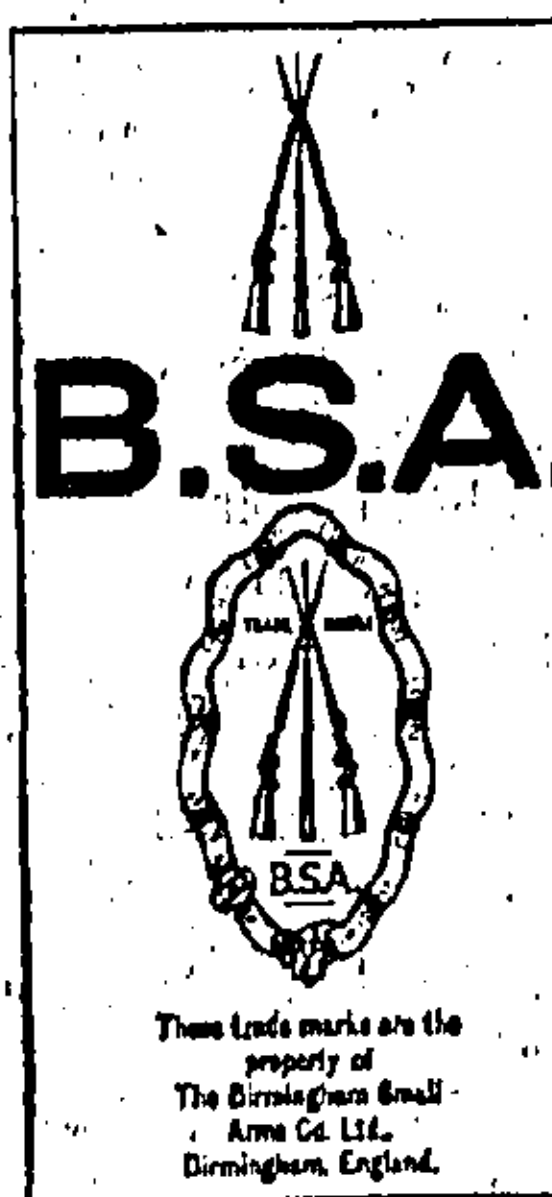
The advertising afforded by a neat and trim Harley-Davidson Parcelcar soon pays for the cost of the entire outfit. No better medium can be found to draw attention to your shop or business. The public is favourably impressed because the motor-cycle and parcelcar unit immediately suggests quick service and prompt deliveries.

Bakers, grocers, milk dealers, printers, stationers, cleaners, electricians, plumbers, meat markets, newspapers, public utility companies and countless other lines have materially increased their volume of business through the use of Harley-Davidson Parcelcars. Economy, ease of handling and dependability are qualities which have made them popular wherever used.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

FAMOUS ALL OVER THE WORLD



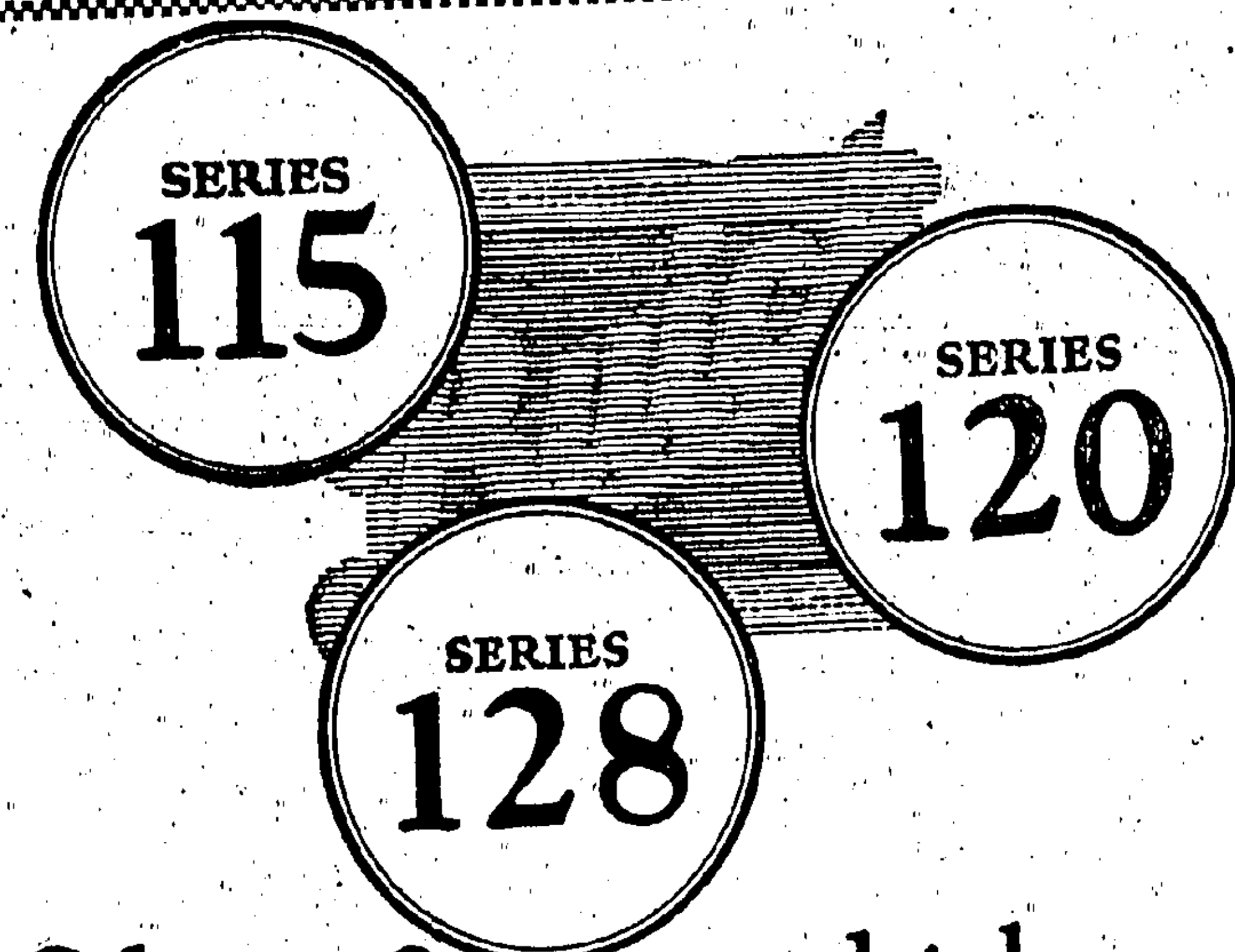
MOTOR CYCLES

SPEED — SILENCE — RELIABILITY

WHAT MORE COULD ANY PROSPECTIVE BUYER WANT IN A MOTOR CYCLE? WHICH EVER B.S.A. MODEL YOU CHOOSE, YOU CAN BE SURE OF OBTAINING THE UTMOST VALUE FOR YOUR MONEY—AND A MACHINE THAT IS GOOD FOR YEARS OF FAULTLESS SERVICE.

DON'T CHOOSE UNTIL YOU HAVE SEEN THE B.S.A.'S. WE HAVE IN STOCK

The Sincere Co., Ltd.



Three figures which mean extra motor car value

Buick motor cars are now designated by their wheelbase lengths. Series One Fifteen has 114½ inches of wheelbase.... Series One Twenty is 120 inches from axle to axle, and Series One Twenty-eight measures 128 inches. These designations direct attention to the fact that size is the only variation in the different Buick chassis.

Another purpose is to point to the extra comfort and value which results from Buick's extra wheelbase lengths.

Everyone knows that long cars ride easier than short ones. But it costs more to build them. Great volume is the reason for the extra value of Buick's extra wheelbase. Many cars, inches shorter than Buick and without advantages offered by Buick design, are priced considerably higher.

THE GREATEST BUICK EVER BUILT
THE DRAGON MOTOR CAR CO., LTD.
 Telephone Central 1246 ... 33, Wong Nei Chung Road.
 Telephone Central 3500 ... 33, Des Voeux Road Central.

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.

MORRIS

Commercial Cars
 ARE DEMONSTRATING DAILY
 THEIR CAPACITY FOR ECONOMIC HAULING
 IN PRIVATE AND PUBLIC SERVICE.

LIST OF LOCAL OWNERS

Canton Government	10-30 cwt. 6 Wheelers.
Cheung Mei Bus Co.	4-16 passenger Buses.
China Motor Bus Co.	2-16 passenger Buses.
Kowloon Motor Bus Co.	2-16 passenger Buses.
Nam Hing Motor Bus Co.	1-12 passenger Bus.
H. Rutledge & Son	1-30 cwt. Lorry.
Asiatic Petroleum Co.	1-30 cwt. Lorry.
Dodwell & Co., Ltd.	1-Ton Lorry.
"Nestle Chocolate"	1-Ton Delivery Van.
Cheung Mei Bus Co.	1-30 cwt. 6 Wheeler.
Nam Hing Motor Bus Co.	2-18 passenger Buses.
Sincere Company	2-30 cwt. Trucks.

A MODEL FOR EVERY REQUIREMENT.

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32 x 4½" tyres, dual rear, F.W.B.	£320
Chassis Z. 6 complete with 32 x 6 tyres and F.W.B.	355
Type Z. 5 Standard Lorry complete with Cab	390
Type Z. 6 Standard Lorry complete with Cab	420
Type Z. 5 Char-a-banc for 18 passengers.	620
Type Z. 6 Char-a-banc for 18 passengers	650
Type Z. 5 Special Saloon Bus	670
Type Z. 6 Special Saloon Bus	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only, equipped with 32" x 4½" tyres	£538
Chassis with War Dept. type Body	626

FULL PARTICULARS AND PRICES
 OF SPECIAL BODIES & EQUIPMENT
 ON APPLICATION.

THE HONGKONG HOTEL GARAGE
 (THE HONG KONG & SHANGHAI HOTELS, LTD.)
 SHOWROOM—25, QUEEN'S ROAD CENTRAL
 TELEPHONE : : CENTRAL : : 4759.

THE LIGHTER SIDE OF MOTORING.

Interesting Home Items.

[From a London Correspondent.]

The Act of Parliament which gave motorists the freedom of the roads, and abolished the necessity for each vehicle to be preceded by a man carrying a red flag, came into force on November 14th, 1896. In order to celebrate this notable event The Automobile, in association with the Daily Sketch, is organising a run, for machines built in 1903 or earlier, over the route traversed from London to Brighton, by the cars on the historic occasion of the first motor vehicle demonstration ever held in England.

This road pageant is to take place on Sunday, November 18th, and is not confined to petrol-propelled vehicles, for already one steamer built in 1895 has been entered. The roads will be patrolled by the Automobile Association to direct the traffic and to keep the way clear for the drivers of these veteran cars, which will assuredly attract large crowds of spectators.

"Charley's Aunt."

There are many aged cars still to be found in regular use to-day, proving of what excellent material these were originally made. The owner of a 1904 Sunbeam, for instance, who still uses it regularly for business purposes, makes a point of driving up to the Olympia show each year in this old machine, and needless to say his arrival creates greater interest year by year. The car is chain-driven and possesses the heavy type of open high-seated body which was the fashion a quarter of a century ago. Despite its age, however, it can still keep up a steady 28 to 30 m.p.h. for hours on end.

H.R.H. The Prince of Wales, during a visit to the Albion Motor Car Co's. Works at Glasgow, was particularly interested in an old Albion car of the dog-cart type, still in running order though manufactured about 1901 or 1902. A Twenty-Eight Year Old Veteran. An even older Albion—an 8 h.p. model built about 1900—is still being driven in Johannesburg and naturally attracts considerable attention whenever it takes the road. Nowadays the Albion people confine their activities entirely to the manufacture of commercial vehicles for both goods and passengers, and these old cars are merely of historic interest.

While on the subject of the longevity of British cars, the writer is reminded of an amusing phrase coined by an owner of a Jowett. This motorist, in extolling the merits of his car, finished up by remarking that "Jowetts never wear out, they are left to the next of kin."

The Lesser of Two Evils.

A Japanese motor cyclist, succeeded—unintentionally no doubt—in striking a note of humour in connexion with fines imposed upon him for speeding while residing in England. This enthusiast, who owned a Douglas, was trapped at both Patcham and Sutton on the same run for exceeding the ten-mile limit. In due course letters from the magistrates' clerks of both courts were received, the

former demanding payment of a fine of 40/- and the latter for one of 20/-. The ingenious Jap replied to the Patcham bench as follows:—"Worshipful Lords, I have to thank you for your letter. I am sorry I am unable to take advantage of your kind offer, but I have a better quotation elsewhere.

"Rings" But No "Matties."

Two prospective motor cyclists from Denmark raised considerable mirth in the Matchless works at Plumstead by writing at some length to know if they could be presented with two "Matties" (sic) motor cycles, or at least be allowed to have them on credit. In order that they might be able thus to take a stroll the world around. They added that they had already procured from a Danish firm "Rings" to the machines to the whole stroll. History does not relate what became of the "Rings"—presumably types—but the enterprising Danes were certainly not supplied with free "Matchless" or "Matties" motor cycles on which to fit them.

Hunting by Motor.

Motor cyclists in East Africa have developed a new form of sport. A favourite, but somewhat daring pastime, in this part of the globe is to hunt buck on a fast motor cycle and brain the quarry with a length of lead piping. One Douglas rider, being left-handed, became quite an expert at this and even succeeded in catching a young hartbeest alive, but not without damaging himself and his machine in the crash which inevitably followed.

Another sportsman in the same area, mounted on a Triumph, has been known to ride alongside a zebra, let go of the handlebars, lift a shotgun from a special shoe fitted on the footrest, and shoot the animal, while both of them were travelling at between 30 and 40 miles an hour.

Big game hunting by car is an innovation that may soon become popular for a number of six-wheeled Morris cars have recently been supplied by Messrs. Rootes, Ltd. to an Indian Rajah for the purpose of big game hunting. These cars have been fully equipped with spotlights for night work with tigers and have readily accessible gun and cartridge cases.

The Humorous Touch.

One occasionally meets with paragraphs in the press the headings of which arrest one's immediate attention. A case in point is a paragraph, which the writer noticed the other day, headed "The £40,000 car." This turned out to refer to a demonstration model of the 18/30 h.p. 6-cylinder Star, which has earned over £40,000 in orders in a matter of about four months.

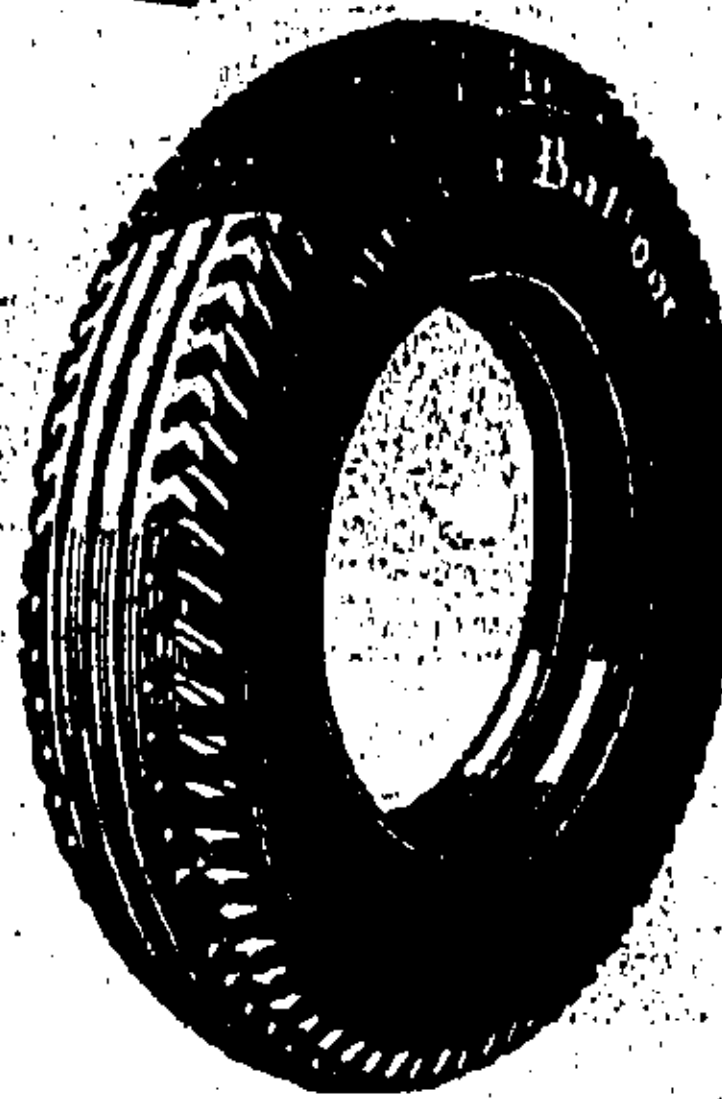
The Torque Tube, who contributes a weekly page of satire to Motor Transport, has a happy knack of expressing, with Gilbertian humour, the comic aspect of ordinary mundane affairs.

The road v. rail controversy now raging in England is reflected in the following example:—"Talking of railways, what's the difference between the permanent way of the Great South-Northern and the permanent way in which meetings of the directors of that Company are conducted? You don't know! Well, in the first the chairs are on the sleepers and in the second the sleepers are on the chairs. There is many a true word spoken in jest.

Tire Costs Go Down

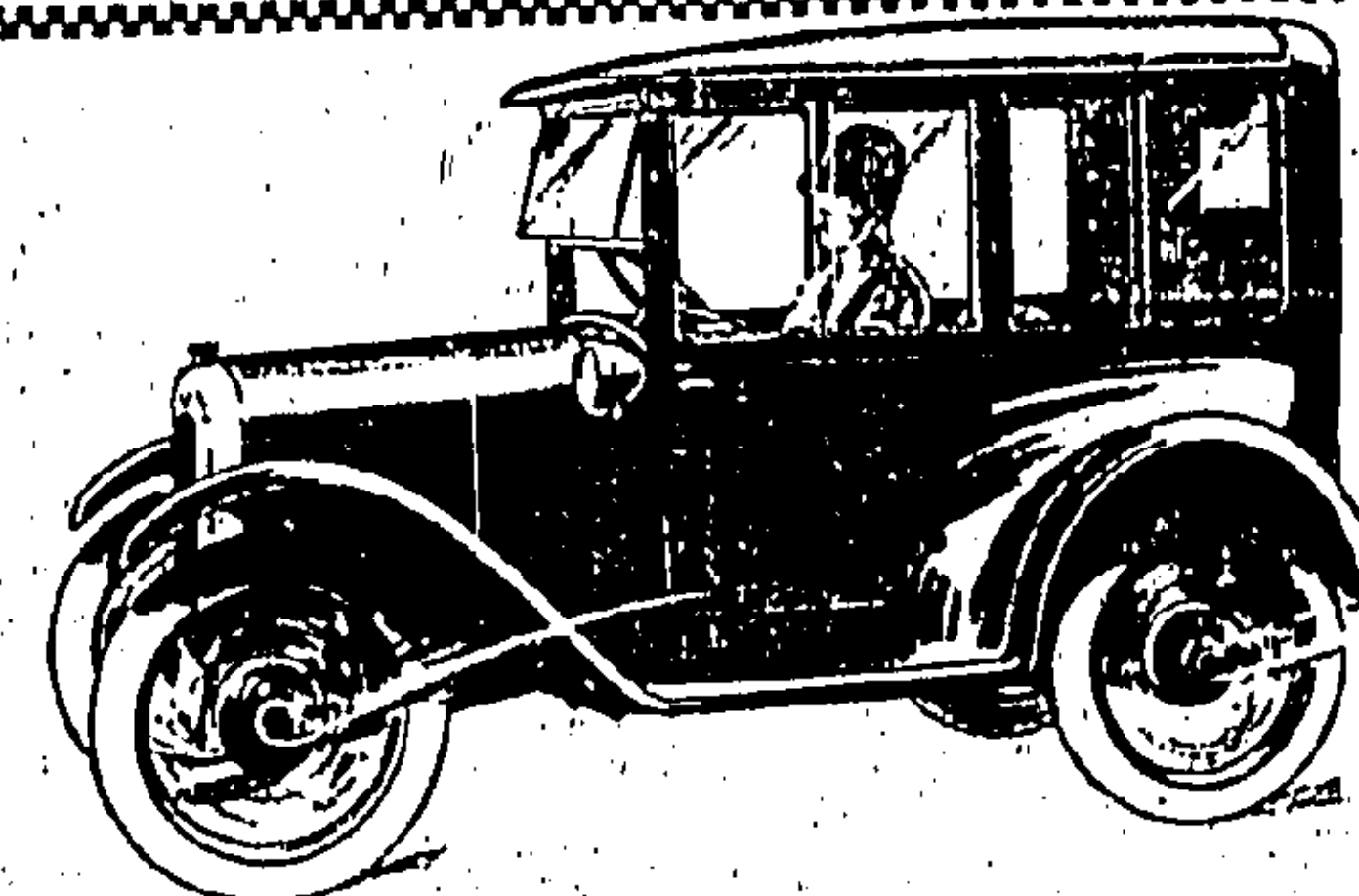
Equip your car with Miller—Scientifically Correct Balloon Tires—and as the miles pile up on your speedometer—tire cost goes down and down. Three great Scientific Improvements bring you amazing new mileage. Manufacturing economies bring you these very low prices.

LOOK!



Sizes to fit all cars at equally attractive prices

A. LUNG & CO.
 Sole Agents:
 19, Queen's Road, C. Phone C. 1219.



Family Motoring at Motorcycle Costs. To operate an "Austen 7" is from \$9 to \$12.00 and month. Think it over.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd. floor—Ice House St. Entrance.
 STOCKS CARRIED

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:

TELEPHONE:

ST. GEORGE'S BUILDING, HONGKONG.

C.1121-22

WILL SOON ARRIVE!!

MODELS OF THE FAMOUS

MONET & GÖYON

MOTOR CYCLES.

Winners of hundreds of first prizes in French and International Competitions, including Championship of France in 1924, 1925, 1926, and 1927, and holders of many world Records.

For particulars:

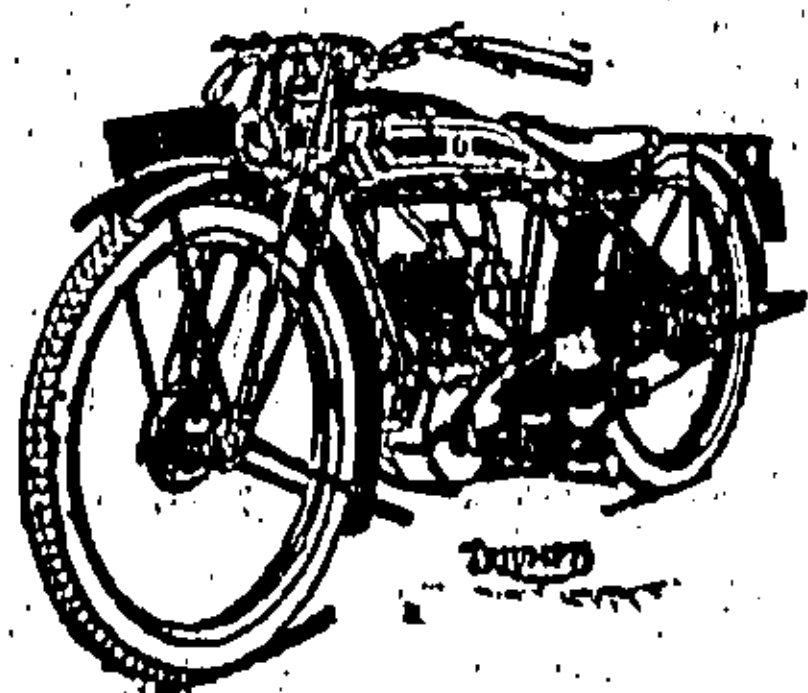
Write P.O. Box 613, Hongkong.

FOR BUSY CITIES.



A stop sign that won't surprise motorists by changing just as they approach at street intersections in busy cities has been invented by A. O. Olafson of St. Paul. A dark coloured band is made to move from bottom to top in 15 seconds. When it gets to the top it drops down quickly and the signal automatically turns to permit traffic to change. Thus an approaching motorist, by watching this band, can tell whether he still has time enough to make the crossing.

STYLE.
QUALITY.
POWER.
SPEED.



FRANCIS AND BARNETT

Cycles
From £36:0:0 up.

DOUGLAS E. W.
From £59:0:0 up.

TRIUMPH MOTOR-
CYCLES
From £60:0:0 up.

A.J.S. MOTORCYCLES
From £61:0:0 up.

INDIAN MOTORCYCLES
From £245.00 up.

BUY EARLY,
because on July 1st
there will be a 10% in-
crease on British Cycles.

ALEX. ROSS & CO.
(CHINA), LTD.

Prince's Building, 2nd Floor,
Ice House Street Entrance,
Showroom No. 1 Chater Road.

STOCKS CARRIED:

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reimbursable Drivers Supplied
Free Mechanical Advice
Associate Membership of the
R. A. C. and A. A. London.

All Communications for
Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

C/o "Hongkong Telegraph"

NASH
LEADS THE WORLD
IN MOTOR CAR
VALUE.

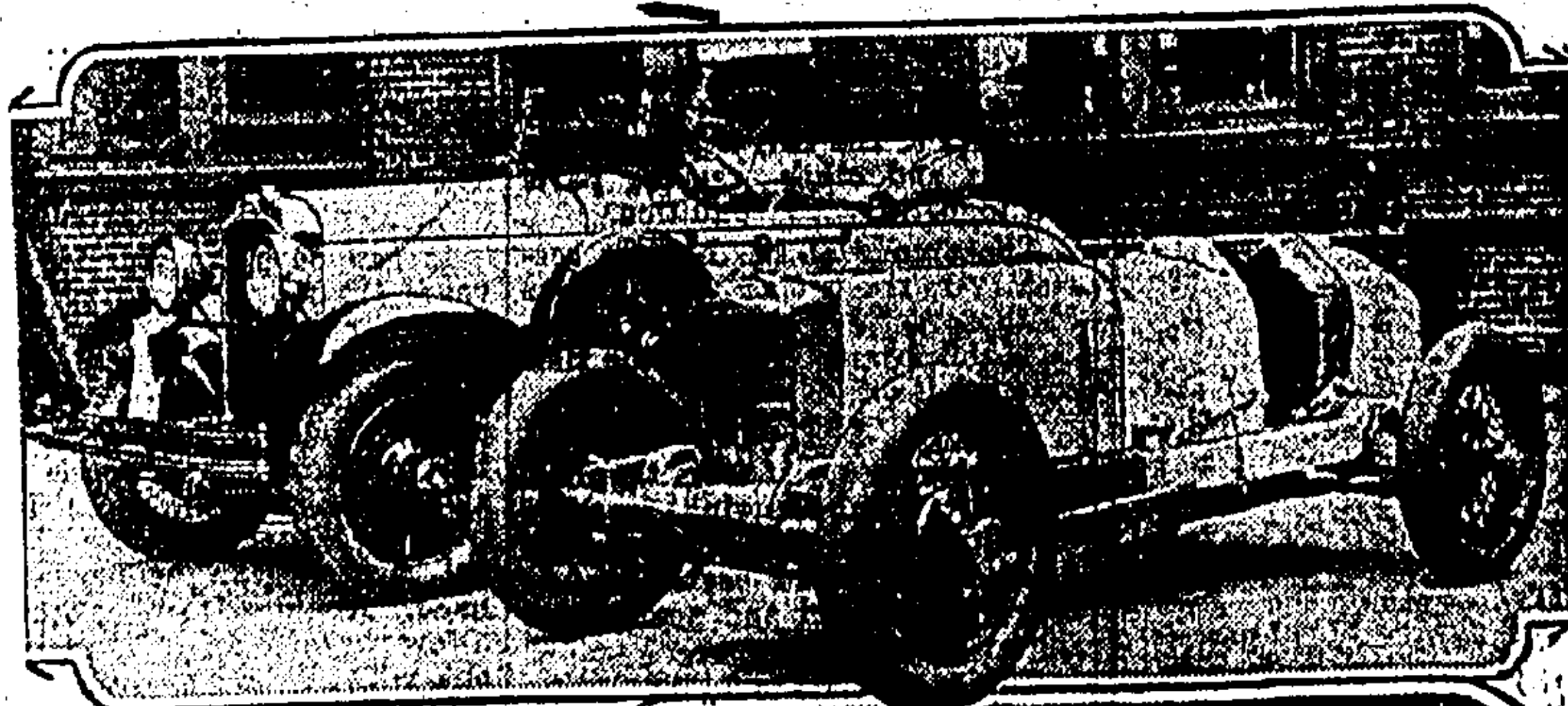


Engine, 6 cylinder,
7-Speed Crankshaft,
3-Speed Mechanical Brakes,
5-Dial Steel Wheels,
5 Full size balloon cord tyres,
Automatic windshield wiper, air
cleaner, oil purifier, petrol filter,
petrol venturi, four test tubes,
front & rear bumpers, leather
upholstery, hydraulic gasolene
pump.
Nash Standard Six 5 seater
Tourer £41150.
Nash Advanced Six 7 seater
Tourer £41650.
Prices for other models on
application.
Free rides to prospective buyers.
Sole agent for South China:

Wong Siu Woon,
21 Pottinger St. Phone C. 1474.
Service Station,
78 Des Voeux Road C.

LESSONS LEARNT FROM RACING.

Passenger Cars of To-morrow.



Indianapolis, Ind., April 20.—
What the future will see in pas-
senger car design, the present may
observe in the special speed crea-
tions now being prepared for the
Sixteenth Annual International
500-mile race at the Indianapolis
Motor Speedway on May 30.

It is on these models of to-
morrow's stock cars that engineers
are testing their advanced theories
for the improvement of the auto-
mobile of to-day. To make this
possible, the racers have to be
built with different parts and with
more individual attention than
those built for daily use.

There is a difference in the
shape of valves, the shape of the
intake and exhaust ports, the
motor heads and the manifolds.
The metals are of different cast
and differently heat treated and
there is an experimental air of
uncertainty in the race car against
the practiced efficiency of the
stock car.

The stock car is a problem
solved; the race car a problem of
future transportation being
solved.

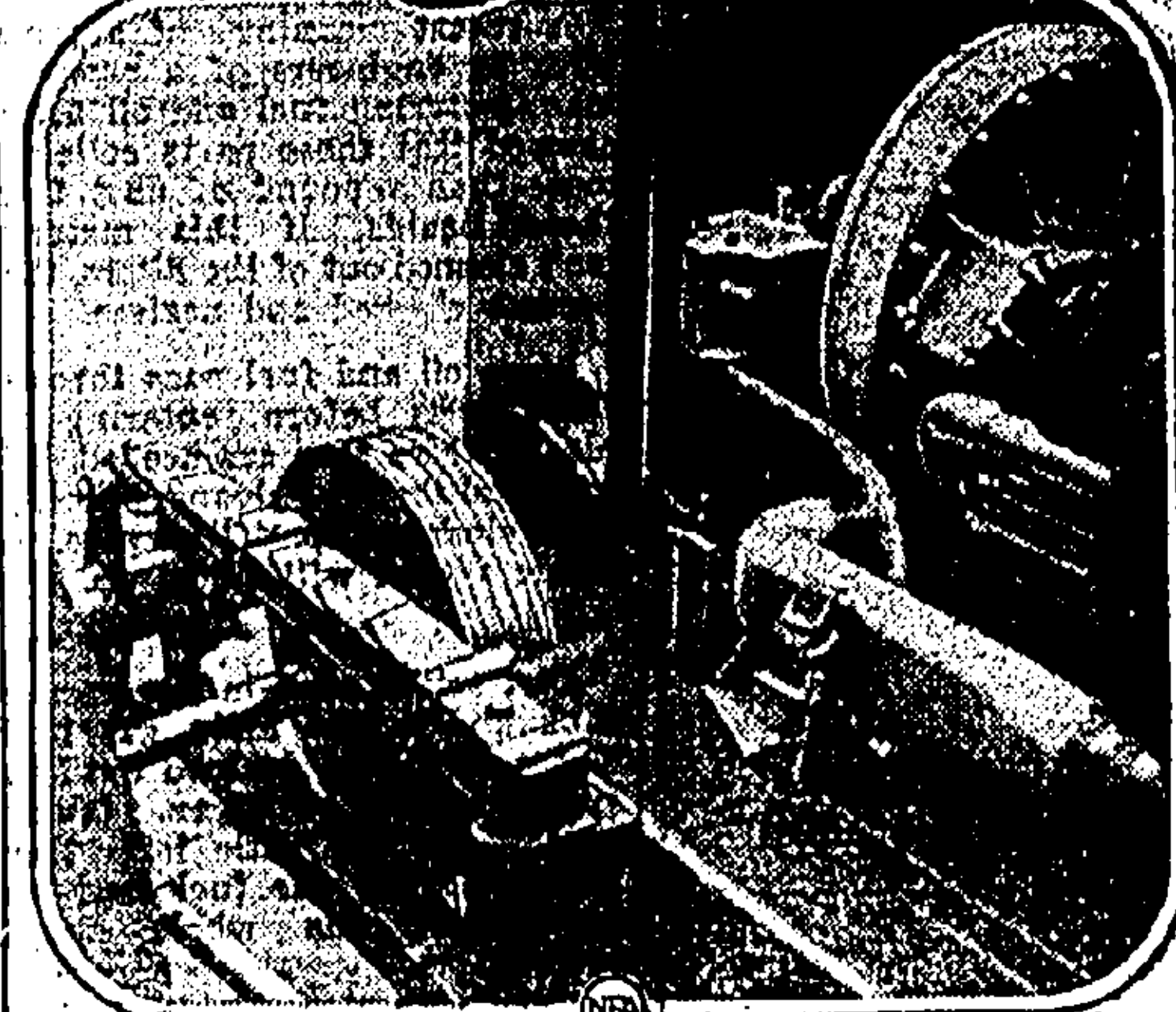
Big Race Tests Ideas.

"We don't want to learn any-
thing about the car of to-day,"
says Earl Cooper, veteran driver
for the Marmon Specials in the
coming race. "We know about it.
It is the car of to-morrow in which
we are interested."

"We have some engineering
ideas we believe are sound. So
we are incorporating them in the
race cars. If the cars go through
the gruelling 500-mile contest,
which is the equivalent to a year's
ordinary driving, the ideas are all
right. If they don't we will learn
why."

There are no fans on racing
cars. Fans are not necessary be-
cause the head-on wind encoun-
tered by a car travelling faster
than 100 miles an hour is much
greater than any fan could pro-
duce. But in low speeds, in traffic
and with a motor idling, there
is real necessity for a fan in a
passenger car.

There is no muffler on a racing
car. A muffler would create back



Small as the modern car is, the racer is much smaller, as
the comparison of a Marmon stock car and a Marmon Special
shows above. Lower photo shows the supercharger, half-
springs and other novelties in the racer.

pressure on the engine's working
parts, at the excessive speeds
travelled. The noise is no draw-
back on the race course. But a
muffler on a passenger car
naturally is a necessity.

No Generator or Starter.

There is no generator nor self-
starter on a race car. One of the
principal reasons is to keep down
weight. Besides self-starters are
not necessary since race cars are
not frequently starting and stop-
ping. And a generator is un-
necessary because of the absence
of the self-starter and the fact
that electric lights are not used
on race cars.

Castor oil is a lubricant in auto-
mobile race cars because it holds
its body in the film of oil on the
cylinder walls while the motor is
racing at 7,000 revolutions a
minute. The gasoline in the com-
bustion chamber would cut other
oils, but the other oils are much
better for passenger car use where
working parts are not moving so
rapidly.

Ordinary gasoline is the fuel for
race cars. It is "hopped up" with
"dope," such as may be obtained
at any filling station, permitting
the use of high compression.

Superchargers for Speed.

Springs on a race car are not as
flexible as on a passenger car. If
they were, a driver could not con-
trol his car at high speeds. There
would be too much action.

Superchargers are used on
racing cars to-day and there is
little doubt but that they will be
used on passenger cars soon. A
supercharger is a fan-like arrange-
ment which builds up pressure to
force fuel into the gasoline cham-
ber of a motor. Instead of the
motor sucking the gas into the
intake ports it is forced in at a
pressure of 25 to 30 pounds.

It is pointed out that the Mar-
mon racing team is composed of
cars of the front wheel drive type,
the development of which is being
closely watched in all corners of
the industry.

MOTOR ENGINE INEFFICIENCY.

Tremendous Friction Losses.

As the petrol goes into the tank
the average driver wonders if he
has sufficient to see him to the end
of his journey. Few indeed, real-
ize that only about one-fifth of the
energy contained in the fuel is
used to propel the car forward,
that is to say, only one gallon in
every five actually drives the car,
the rest is lost.

The story of the other four gal-
lons is of interest to all motorists.
As each charge enters the cylin-
der it is first compressed, and
then fired. It is the energy due to
combustion that is used to pro-
pel the car. But a lot of that
energy is lost before it reaches
the rear wheels. During the firing
stroke about 25 per cent. of
the energy liberated by the com-
bustion escapes through the
cylinder walls in the form of
heat, and is taken away by the
cooling water. About 45 per cent.
of the energy goes out by the ex-
haust valve, leaving only 30 per
cent. to carry out the work of
forcing the piston to rotate the
crankshaft and drive the car.

30 per cent. Efficient.

With only 30 per cent. of the
energy generated working on the
piston, many would think that suf-
ficient had been taken away, but
friction has yet to take toll.
Everywhere that parts meet in
transmitting the power friction
makes a levy.

To explain the losses more
clearly let us assume that 25
horse-power is delivered to the
pistons. The first loss is caused
by the friction of the piston and
cylinder walls, due to the fact that
during the firing stroke the con-

necting rod is at an angle with
the centre line of the cylinder and
side-thrust is caused.

In addition, adequate lubrica-
tion is difficult, because the oil
film on the cylinder walls lies ex-
posed to the hot gases on each
firing stroke. The combination of
side thrust and inadequate lubrica-
tion results in about two horse-
power being utilised to drive the
piston alone.

More power, amounting to about
half a horse-power, is lost in the
friction between the big ends and
crankshaft bearings. The timing
gear, camshaft, dynamo, and
magneto all require power to drive
them, and altogether use up
about one horse-power.

So far 3½ h.p. has been used up,
leaving 21½ h.p., or 85 per cent.
clutch to continue the work. Very
little power is lost in the gear-
box on top gear, but when inter-
mediate gears are used a loss of
10 per cent. is sustained, because
the drive is taken through the con-
stant mesh gears at the forward
end, and then back to the main-
shaft through a second pair of
gears. If too much oil, or oil of
too thick a grade, is used, the loss
in the gearbox would be greater.

Further losses to the extent of
about 5 per cent. occur owing to
the friction of the bearings and
gearing in the rear axle. Here the
power is conveyed at right angles
through bevel wheels and a differ-
ential to a pair of cross shafts.
These shafts apply a twisting ef-
fect to each of the rear wheels,
which results in the production of
a horizontal push, exerted on the
back axle casing, and a rearward
thrust on the road.

The figures given are
average results and would not ap-
ply to any particular car. They
have been computed with a full
throttle opening. With the
throttle partly open the friction
losses would remain, but would
represent a bigger percentage of
energy used in the fuel expended.

GOOD ROADS SUGGESTIONS.

Motor Taxes for Highways.

The Road Transport Committee
of the International Chamber of
Commerce during the meeting held
at Stockholm, adopted the follow-
ing resolution:

"Recognizing that motor traffic,
which was once a luxury has now
become essential to the efficiency
of a progressive country.

"We recommend:
"That special taxes levied on
the motor vehicle itself and on the
motor fuel should be based on
highway use, devoted to highway
purposes, collected and expended
under centralized state control.

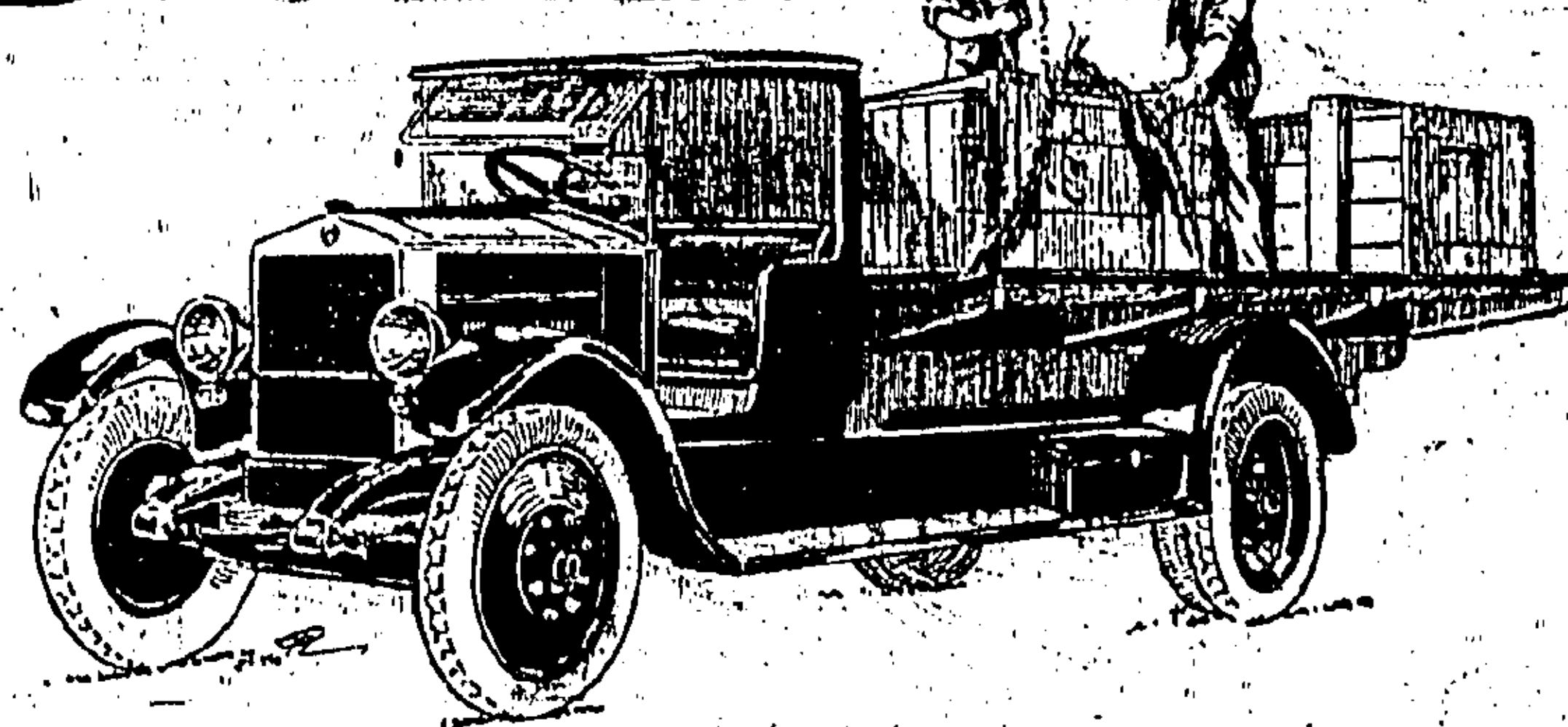
"That highways should be de-
veloped to suit modern traffic and
that the cost should be distributed
in relation to the benefits derived.
"That taxes should be such that
they will not check the economic
use of the motor vehicle.

"That where it is necessary to
authorize constructors of a special
road to charge toll for its use, the
State should retain the right on
payment of compensation to pur-
chase or control the road.

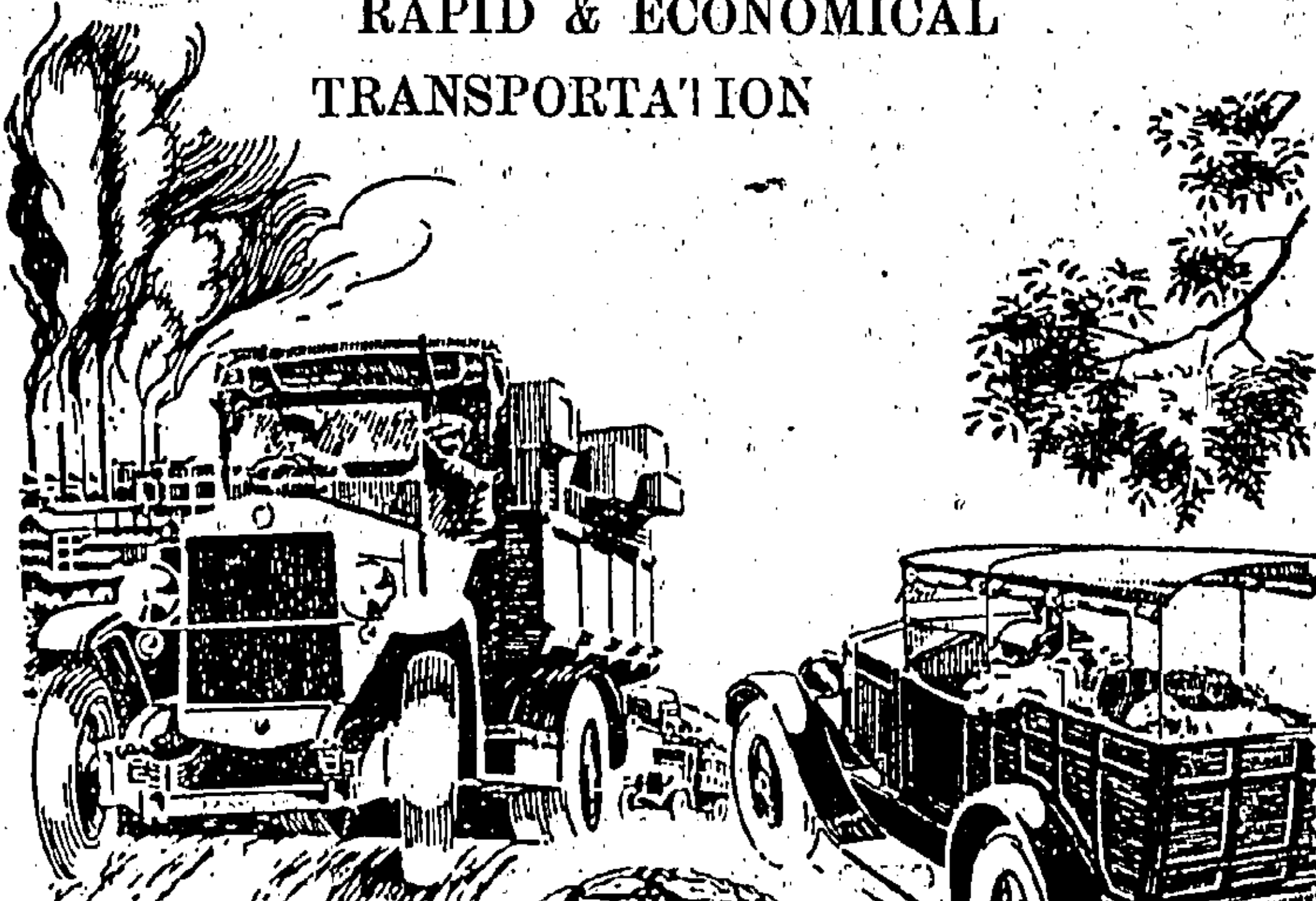
"That City planning should pro-
vide for a free flow of traffic and
proper facilities for garaging
vehicles.

"That every precautionary mea-
sure should be taken for greater
safety on streets and highways,
including education of drivers, of
pedestrians, and particularly of
children."

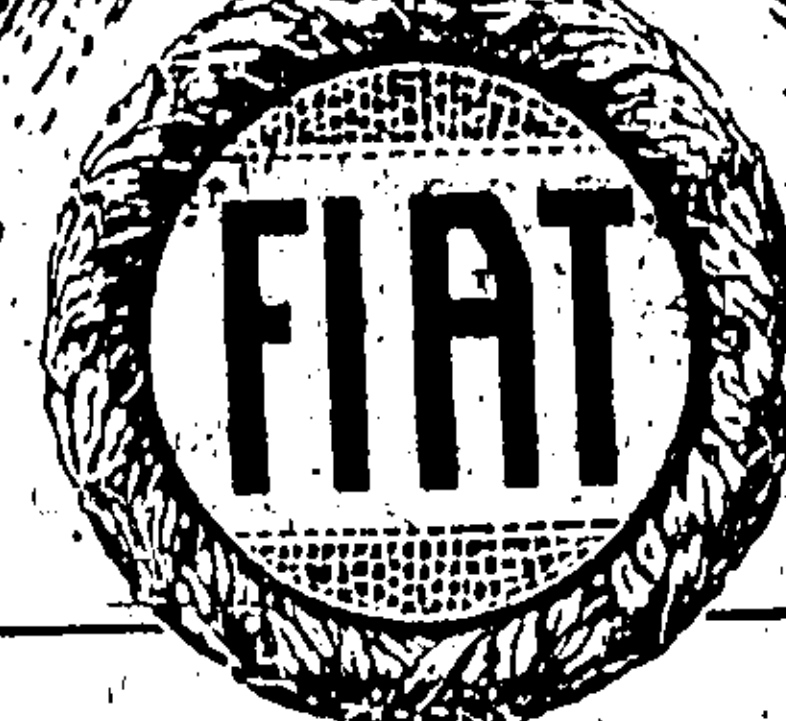
If all of the losses mentioned
could be obviated, drivers who
now travel 25 miles on a gallon of
fuel would be able to cover 125
miles on the same quantity.



RAPID & ECONOMICAL
TRANSPORTATION



FIAT
1½ TON
TRUCKS

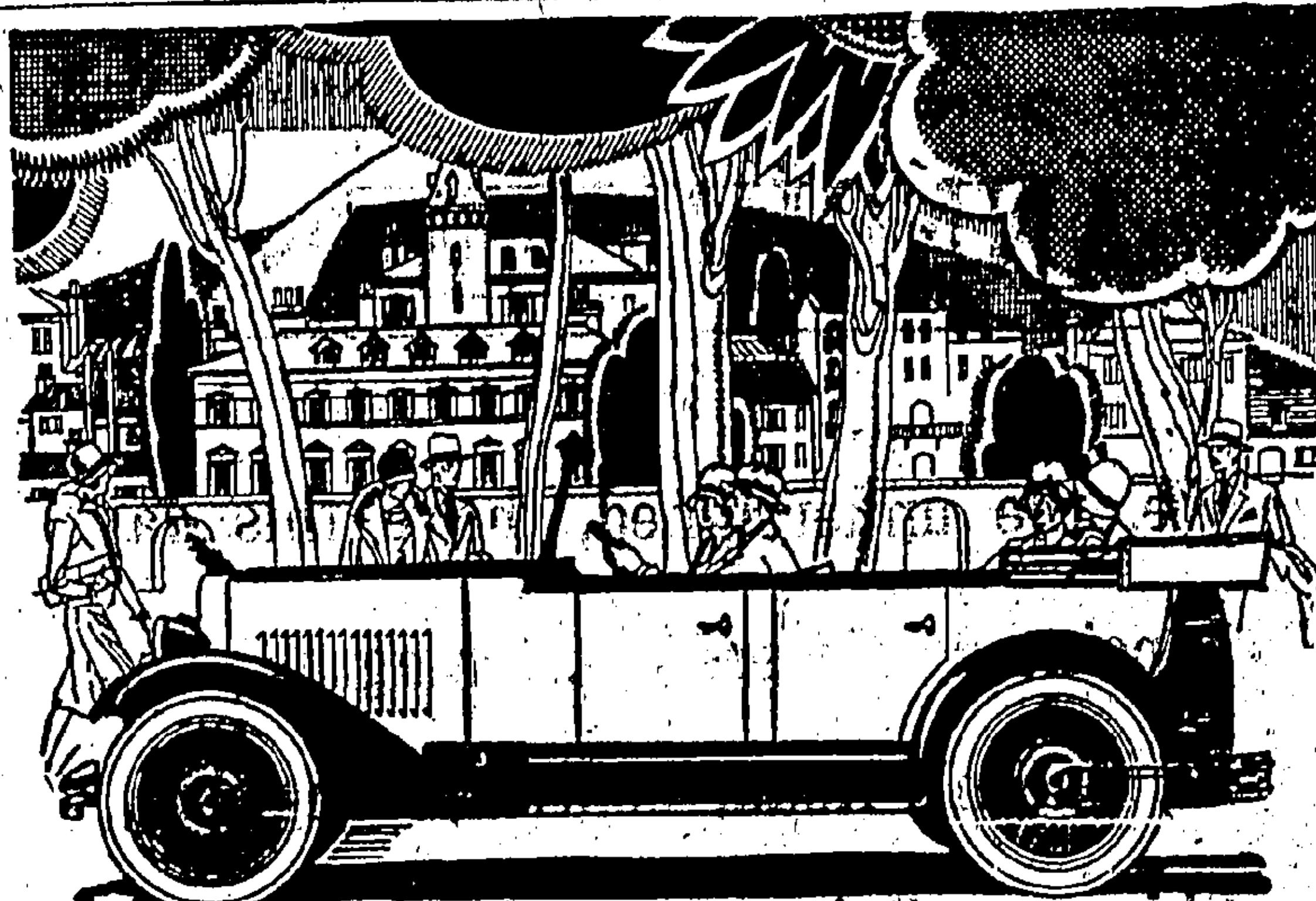


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1½ TON, 2 TONS, 3 TONS & 5 TONS TRUCKS.
APPLY FOR TRIAL, PRICES AND ALL PARTICULARS TO
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Managers:—A. GÖEKE AND COMPANY.

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STYLED for BOULEVARDS
...POWERED for TRAILS

YOU must make your own tests to fully ap-
preciate the 6-cylinder capabilities of Stude-
baker's new Erskine Six Tourer. In official
tests, sedans and coupes of this new Erskine
Six averaged more than 34 miles per hour for
24 continuous hours!
The more powerful 6-cylinder engine in Stude-
baker's new Erskine Six laughs at hills and
heavy going. Abundant power permits smooth
top gear performance in congested traffic—

eager acceleration. Advanced engineering en-
ables Studebaker to offer greater economy of
petrol and lubricant combined with greater
ability. Balloon tyres and shock absorbers
give luxurious riding comfort.
See this low-slung five seater body, with its gay
cellulose colours, hand polished to perfection.
The more you know of automobiles, the more
you will thrill to this new Erskine Six Tourer.
Judge this Studebaker value here today.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotel Ltd.)
SHOWROOM.—25 Queen's Road Central.

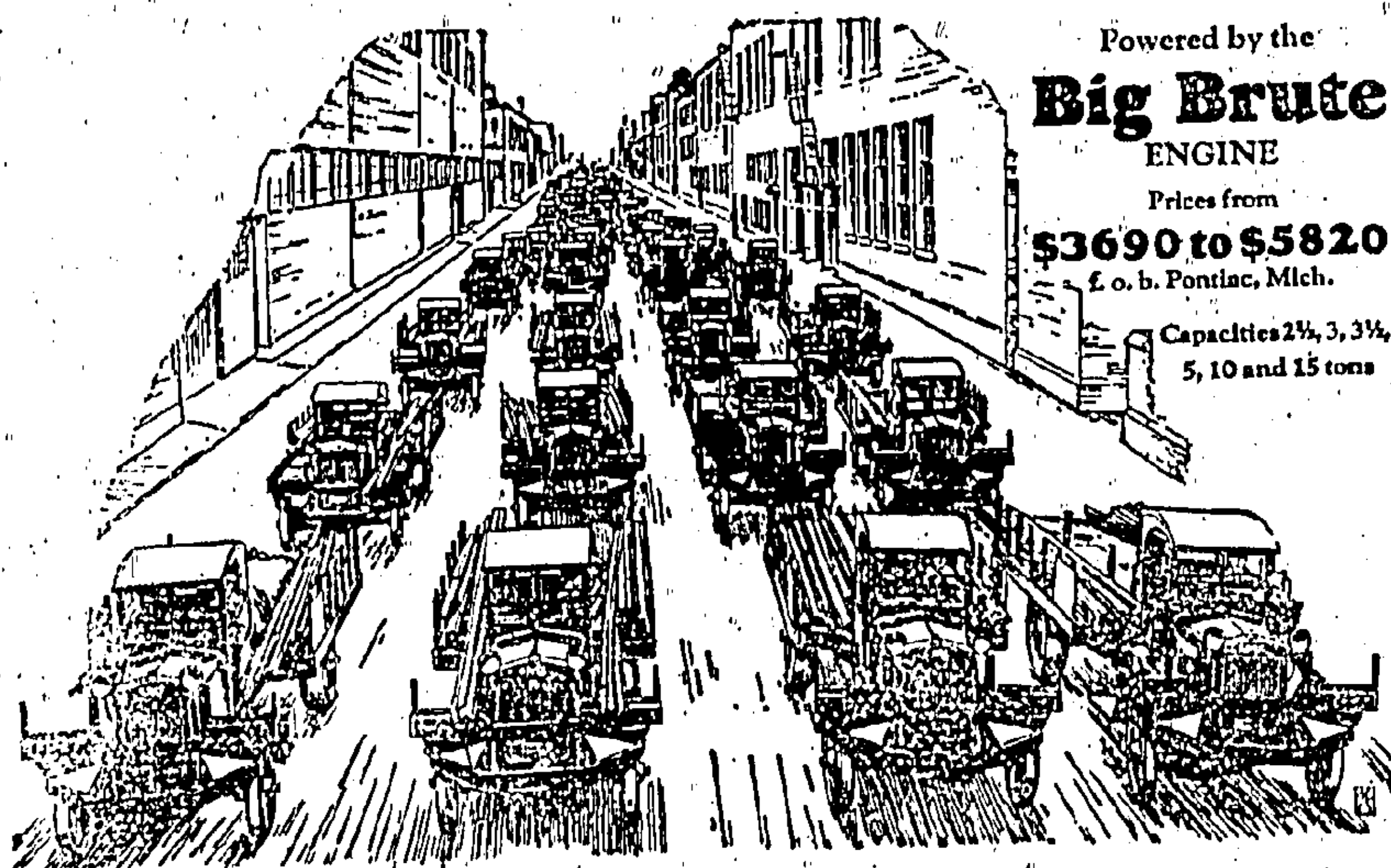
Telephone, Central 4750.

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ERSKINE SIX

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GENERAL MOTORS

Heavy Duty TRUCKS



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Big Brute
ENGINE
Prices from
\$3690 to \$5820
F. O. B. Pontiac, Mich.
Capacities 2 1/2, 3, 3 1/2,
5, 10 and 15 tons

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ANNOUNCEMENT

We, the undersigned, have this day appointed Messrs. A. Lung & Co., 19, Queen's Road, Central, Hongkong, China, as Sole Agents for our Motor Trucks and Passenger Buses.

GUY MOTORS LTD.

Falling Park, Wolverhampton, England.

May 26th, 1928.



[By Israel Klein.]

Dirt is the greatest enemy of motoring. It must be kept from all parts of the car, if the engine, chassis and other moving parts are to be in good condition.

Appearance of the body is secondary to the proper maintenance of those parts which dirt can attack and injure. Now is the time to ward it off.

To help keep dirt from the moving parts of the engine, we have oil filters, air cleaners and fuel filters. But these parts become clogged with dirt and need cleaning at least once a year.

This is the time to do it. A recent cleaning of automobiles by engineers of a company manufacturing fuel and oil filters showed that these parts collected more than a pound of dust from these liquids. If this material isn't cleaned out of the filters, they become clogged and useless.

Since oil and fuel pass through these parts before entering the places where they are needed, it is essential that the cleaners be kept from clogging up. Otherwise, the whole system will choke up.

Dirt settles also in the vacuum tank and in the main gas tank. These should be drained until the gasoline comes out clean. It's not much, but the little left there might clog up the fuel feed line and check the whole supply system.

Even with these drained clean, the feed line should be blown out. Particles of greasy dirt passing through the line might stick to the sides and, after collecting one on another, might cause the whole line to be stopped up.

The carburetor, too, should be drained clean the same way, and the needle and valve washed out with kerosene.

In cleaning the cooling system of an accumulation of rust—which is very liable to clog the radiator—drain out the old water, then fill with fresh water in which baking soda has been mixed in the proportion of a heaping tablespoonful to a gallon. Run the car for a day or so, then drain again.

Flush the cooling system with fresh water, while the engine is running slowly and then fill up with fresh water.

All the dirt and much that has accumulated underneath the car should be cleaned out. This should best be done at a service station where facilities are had for doing this and where, at the same time, the chassis might get a good greasing.

Dirt and mud that has been left on the body will eat into the finish unless it's cleaned off shortly after it has dried up. Although most cars are neglected in winter, it would be best to give them a cleaning once a month, and more often in spring, in order to maintain a high finish.

The oil and grease that has accumulated on the engine and other parts under the hood should be cleaned off with kerosene, if only for the sake of appearance.

But grease left on an engine will heat up under the high temperature of the motor on a warm day and send a distressing odour back into the car.

Oil falling also on the fan belt and the pulleys will cause the belt to slip, with the result that cooling efficiency will be greatly reduced.

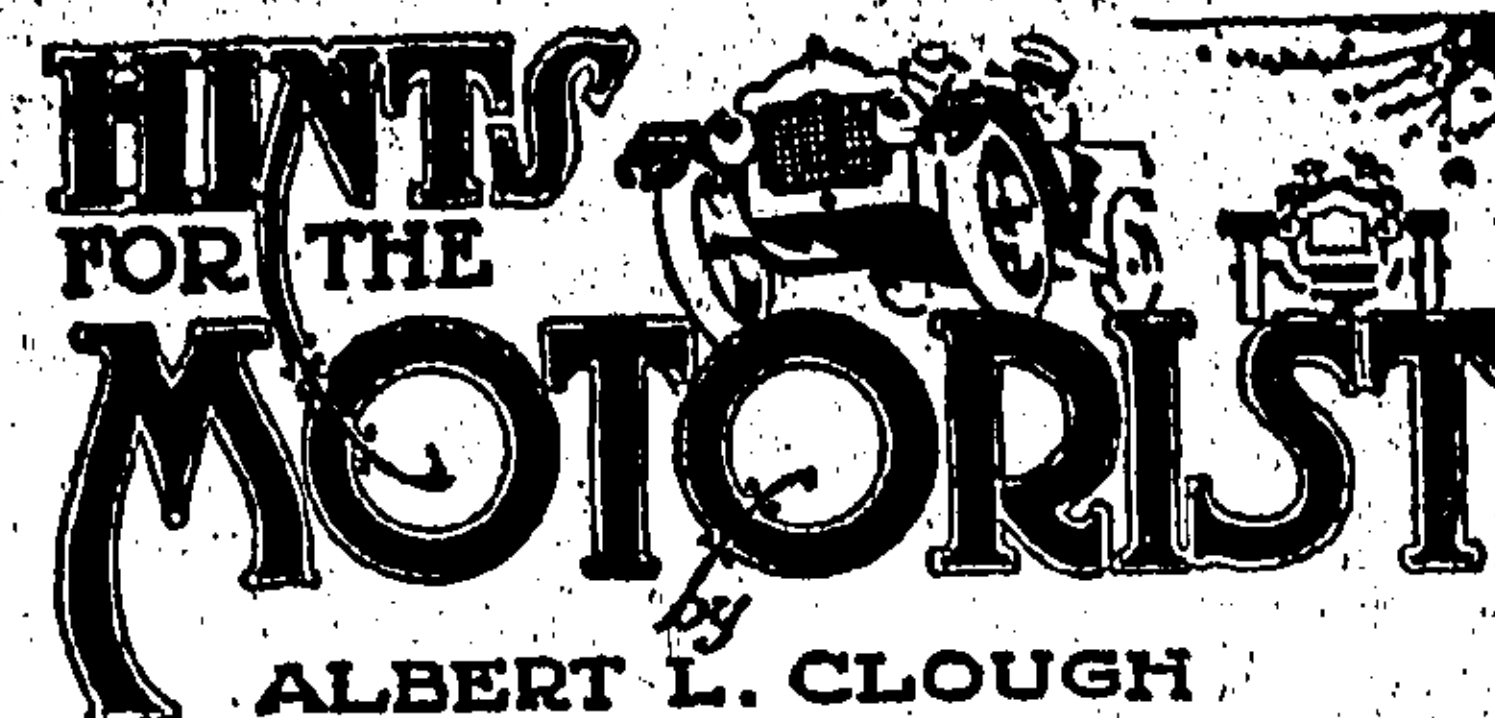
Finally, oil collects dirt easily, and the resultant grime may get into exposed moving parts and injure them.

CADILLAC SALES.

New Record Made.

From every district throughout the United States, reports of business outlook more uniformly favourable than for many years were brought to the factory of the Cadillac Motor Car company by the company's district managers assembled for one of their periodic meetings during the week of April 10. The staff district managers form the personal point of contact between the company and the Cadillac-LaSalle distributing organization.

The recent meeting followed the greatest quarter-year's business in the history of the company, every district reporting substantial gains and highly favourable indication for the ensuing months. Sales throughout the country during the first quarter were 63 per cent. higher than during the same



ALBERT L. CLOUGH

MULTIPLE SPARK IGNITION.

It has been known for many years that, by the use of several sparks, occurring at precisely the same instant, in the chamber compressed in an engine cylinder, the power produced is increased over that developed by a single spark, also the engine runs more smoothly and a leaner and more economical mixture can be successfully used. About fifteen years ago, a few passenger cars were brought out, with engines having two-point ignition, from special twin spark magnetos, but this system did not continue in use. However, multi-point ignition has been in general use on large stationary engines, and on certain automotive engines, since its invention. Renewed interest in this ignition method has been aroused by the recent introduction on several current models of high priced passenger cars of two-point battery ignition, derived from two pairs of exactly synchronized breaker points, two coils, two condensers and a high tension distributor cap with two segments for each cylinder, from which cables run to the two plugs, located one opposite the other in each combustion chamber. The engine thus has two practically separate ignition systems, and will operate on either of them if the other fails; the battery, the switch and the high tension part of the distributor being the only units common to both systems. Beside increased reliability, this twin-spark system has the advantages of improving acceleration and fuel economy, combustion being more nearly complete when the charge is ignited at two points than at one only. Careful tests indicate that, two-point ignition increases the output of an engine or enables the same output to be obtained with less expenditure of fuel.

Rubber Spring-Mountings. Question.—Are rubber shock-insulators applicable to the ends of the springs of a car, to take the place of the metal parts, which rattle so, when they wear out?

Answer: So far as we know, they are not, as the spring hangers have to be specially formed to hold the rubber blocks in which the ends of the springs are cushioned.

Leaky Head Gasket.

Question.—After having carbon removed from my engine and a new cylinder-head gasket installed, I notice little bubbles formed along the edge of the gasket when the engine is run.

Answer.—It appears that the circulation of water through the cooling system is less active than it should be. Are you absolutely sure that the pump is doing full duty? We assume that you have renewed all rubber connections, which may have become sufficiently deteriorated as to restrict the movement of the water. Have you had the cylinder-head off recently and, if so, has this trouble developed since then? If this is the case, it might be worth while to remove the head and see that the gasket has not spread over some of the water passages, so as to restrict the movement of the water. There is also a possibility that the gaskets under the inflow and outflow connections from the block and head may in the same way be cutting down the area of the flow. We suppose that you flushed out the water-jackets when you cleaned the radiator, but if not, this should be done.

The studs that hold the head down are tight. What can I do to make the head fit tightly?

Answer.—You had better have the head removed and, if the gasket is defective anywhere, have a new one installed, but if it is still perfect, remove it, spread an even coating of cup-grease over both sides of it, wipe the surfaces of the head and block free of dirt, put the gasket in position and screw on all the nuts as far as you can with your fingers, then tighten them in the order recommended in the instruction book, or, if you do not have this information, first tighten one at one end and then one at the other end and so on until all are tight, in order that the head may seat evenly. After all nuts are set up, give them a final tightening, run the engine idle for an hour and take up on any nuts that may show looseness.

Engine Overheats at Higher Speeds.

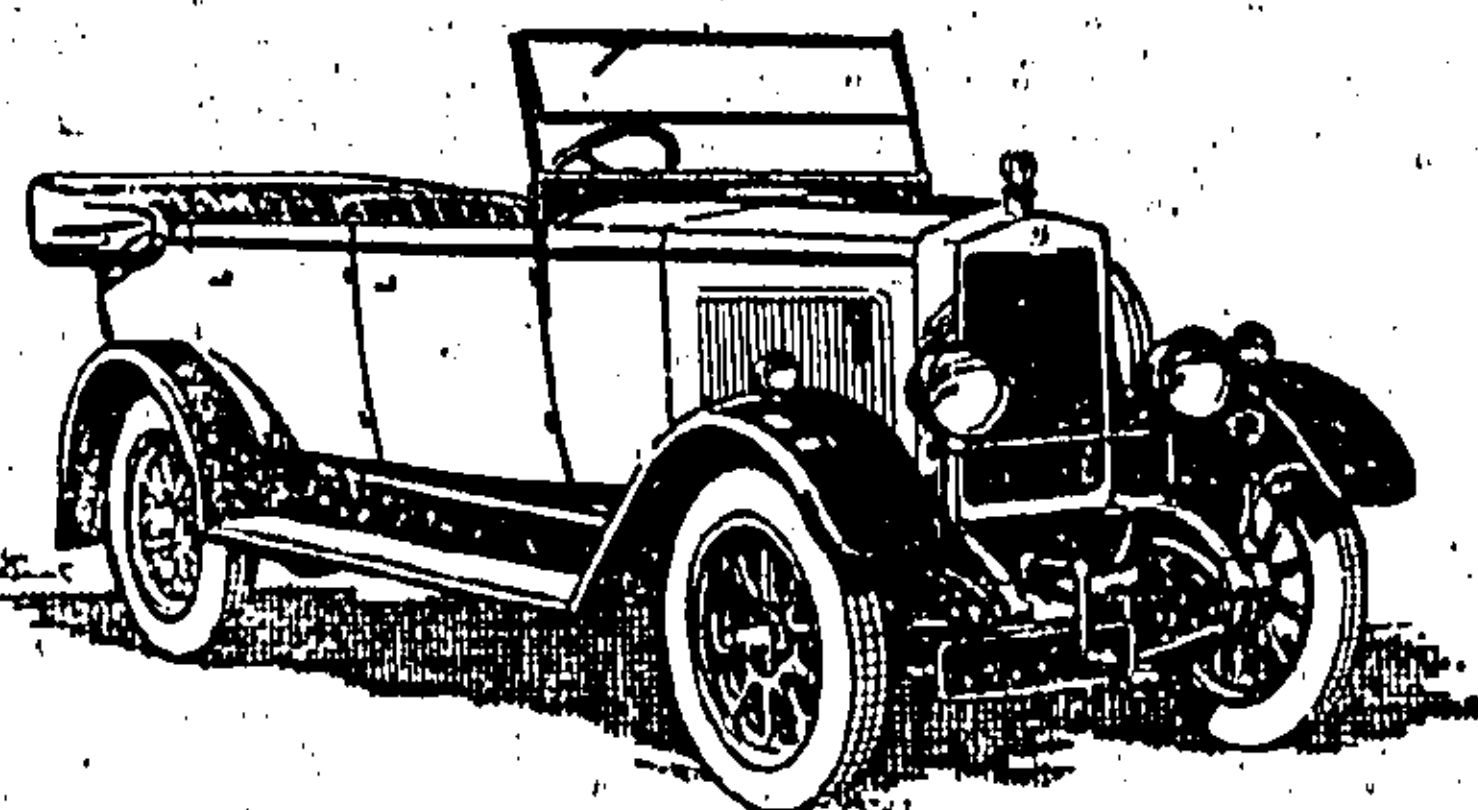
Question.—The engine of my coach overheats at speeds exceeding 35 m.p.h., although it does not do so in climbing hills. Timing and water-pump have been checked up, various carburetor adjustments have been tried and several kinds of engine oil have been used. I have changed the radiator, flushed it out several times and installed a new fan and belt, but still the trouble persists. Can you give me any help?

Answer.—It appears that the circulation of water through the cooling system is less active than it should be. Are you absolutely sure that the pump is doing full duty? We assume that you have renewed all rubber connections, which may have become sufficiently deteriorated as to restrict the movement of the water. Have you had the cylinder-head off recently and, if so, has this trouble developed since then? If this is the case, it might be worth while to remove the head and see that the gasket has not spread over some of the water passages, so as to restrict the movement of the water. There is also a possibility that the gaskets under the inflow and outflow connections from the block and head may in the same way be cutting down the area of the flow. We suppose that you flushed out the water-jackets when you cleaned the radiator, but if not, this should be done.

THE GIRLS WHO POSE FOR THE ADVTs. GO DRIVING.



MORRIS

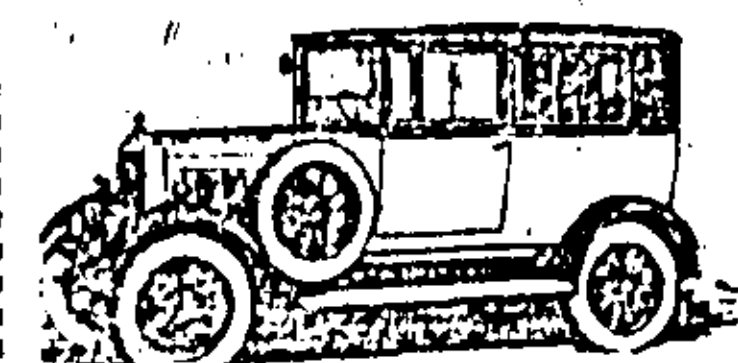


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		DELIVERED PRICES		
		NETT CASH	NETT CASH	EXTRA
		London	Hongkong	for 56"
MORRIS-COWLEY 11.9 H.P.				
48" TRACK—106" WHEELBASE.				
ROADSTER	4 Seater	£153	£180	£ 5
TOURING (4-DOOR)	4 Seater	170	200	5
COUPE (FIXED HOOD)	2 Seater	175	210	10
SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR		168	200	—
STANDARD VAN		165	200	—
MORRIS-OXFORD 11.9 H.P.				
48" TRACK—106" WHEELBASE.				
TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—
MORRIS-OXFORD 13.9 H.P.				
48" TRACK—106" WHEELBASE.				
ROADSTER	4 Seater	240	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—
MORRIS-OXFORD 15.9 H.P.				
56" TRACK—114" WHEELBASE.				
(4-speed gear)				
TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—
MORRIS LIGHT SIX 17.7 H.P.				
2466 c.c.—Approx. 2 1/2 litres.				
TOURING	5 Seater	310	360	—
SALOON	5 Seater	350	405	—

BEFORE YOU

PURCHASE ANY CAR
INVESTIGATE THE
DEALER'S SERVICE
AND INSPECT STOCKS
OF PARTS CARRIED



COMPARE
MORRIS VALUES
AND ASK US FOR A
DEMONSTRATION.



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CAR SALES AND ACCESSORIES } Phone C. 4759.
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Insurance, Registration, A.A. or R.A.C.,
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or by writing to our

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"Hongkong Telegraph."

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(Under the auspices of the Automobile Association)

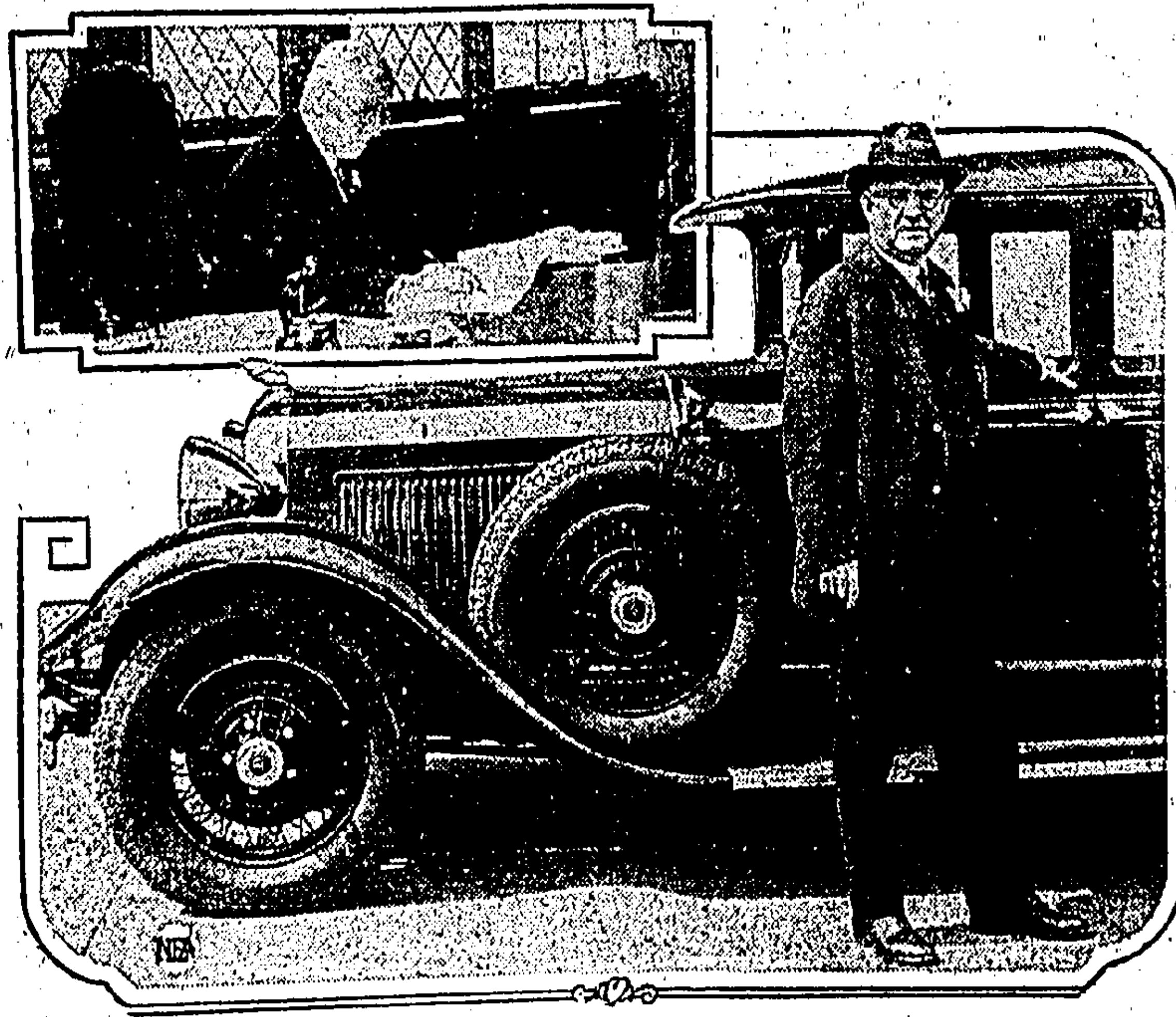
SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,

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York Building. Phone C. 587.

THE PRESIDENT OF STUDEBAKER.

Sketch of Successful Career.



Albert Russel Erskine, at work (upper view) and ready for a drive in one of his own products—the Studebaker President.

South Bend, Ind., April 20.—At his right hand, on a richly carved walnut desk, Albert Russel Erskine, president of the Studebaker Corporation, keeps a dictionary.

In his leisure moments he picks up his dictionary and opens it at random. Word by word he reads and reflects.

That is the unique diversion of one of the leading figures in the American automobile industry. He has been doing this for 35 years, acquiring a vocabulary that typifies his desire for accuracy and his anxiety for the full facts of every particular case he considers.

"Facts," he says, "are getting scarcer every day."

Serious, industrious as he is, it is rather on this phase of his character that Erskine has advanced himself from the stage of a struggling bookkeeper to that of a wealthy industrial leader.

"Get all the facts," is his cry and he is impatient with those who ignore this injunction.

To-day, besides getting the facts, Erskine gets things done, and quickly. He has surrounded himself with young executives and a youthful staff that, despite his speed and pep, finds it hard to keep pace with this man of 57 years.

Started From Poverty.

Practically all the people of Huntsville, Alabama, where he was born in 1871, were impoverished by the Civil War and the ten year reconstruction period which followed it. Therefore his father, son of one of Alabama's leading citizens, moved to St. Louis for a new opportunity.

There young Russel went to school.

"But I wanted to be independent," says Erskine, "so I quit school at 16 and went to work. I had worked the previous summer as a shoe clerk from early morning to late at night for \$1.50 a week."

Erskine's first regular job paid \$7.50 a week. At 21 he became bookkeeper in a wholesale drug house where, after two years at the same job, he saw his opportunity to keep two sets of books and demanded it. He asked to do the work of two men. He got the assignment and one-third more pay.

The genius of Erskine lies in his ability to understand figures, to co-ordinate them properly and to get the most out of his men. His psychology is speed, action—the increased volume of accom-

plishment and the occasional mistake arising from immediate, speedy action rather than the lesser accomplishment and frequent loss resulting from laziness and procrastination.

Successful at 31 Years.

At 27, he saw a chance for a better job as chief clerk of the St. Louis division of a large cotton concern and got it. For six years Erskine worked his way up in the accounting department of this business, studying technical books during his off hours and working late almost daily. His reward came at the age of 31, when he was appointed general auditor and was given supervision of the operations of 300 cotton gins, with headquarters in New York.

"It was the first official recognition that I had executive ability," he recalls. And he began to capitalize on this.

By 1904, Erskine became treasurer and director of the Yale Lock Company. In 1910, he was elected vice president and director of the Underwood Typewriter Company and the next year he went to Studebaker as treasurer, director and member of the executive committee.

Erskine had arrived, as they say of successful men. But he is still working hard, at his desk, in the plants, out in the field—thinking of his work at all hours, taking notes even in bed and on Sundays—whenever he thinks of something that might have been overlooked or that should be done.

He's Devoted to His Job.

"I love my work," is the Erskine refrain, and he appreciates those who think likewise.

"I love my work," he repeats, "and my employers have been my best friends. They gave me the opportunity to express myself."

Despite his advancing years he retains that dominant, self-assertive spirit of youth.

Only his white hair and a suspiciously rounding form betray his age. A healthy, ruddy complexion, twinkling eyes and a spirited voice reveal his more youthful self.

The genius of Erskine lies in his ability to understand figures, to co-ordinate them properly and to get the most out of his men. His psychology is speed, action—the increased volume of accom-

Eight, and various commercial model. It does not include comparative tests and studies made with competitive cars nor many other tests made in the laboratories on individual units such as motors, springs, and other parts.

These tests, made with special laboratory equipment, would greatly increase the actual driving mileage if their equivalent mileage were included.

As an example of these laboratory tests, Mr. James quoted a report on one 350 hour endurance run made by a new President Eight motor. The run covered the equivalent of 14,000 miles. The motor was run at wide open throttle for 50 consecutive hours at a speed of 10 miles an hour, then for another 50 hours at 20 miles an hour, and so on without stopping through five additional fifty hour

periods at 30, 40, 60 and 70 miles per hour. The only replacements or adjustments made during the run were two spark plugs.

This impressive endurance run was but one of many made with the eight cylinder motor before it won the engineers' approval for production.

Less Work—More Pay.

But while he has reduced costs for the company, and raised profits, he has brought about better conditions for his men. In 1915 he installed a pension system for veteran employees. He has paid bonuses. And he has seen that working conditions were improved.

Under him the average wage per man-hour has risen almost 300 per cent. In 1913, he shows, it was a little over 25 cents an hour. Last year it was almost 70 cents an hour.

At the same time, through his genius, an automobile that took 600 man-hours to produce in 1913 now is put out in 300 man-hours.

He has looked even farther than Studebaker and has taken an active part in community and national affairs.

"Running a big company," he says, "is a public responsibility."

So he has given the city of South Bend an 18-hole municipal golf course and has been an active participant in all its civic affairs. Although a Protestant he is president of the board of lay trustees of Notre Dame University.

Descended from an old Virginia family that won official recognition in the Revolutionary and Civil Wars, he finds delight in collecting letters and other mementoes of his ancestors, and through them getting a more intimate outlook on the history of the United States.

This heritage he has passed on to his son, Albert Russel, Jr., who at 19 is a senior student at Culver Military Academy and a reserve officer in the United States army.

STEP ON IT

Forty miles an hour when new fully covered by Studebaker Warranty.

On the Dairy Farm or Shaukiwan hills in swift get-away and flashing pickup—the abundant power of the Studebaker is a constant source of pleasure. And because its power is derived from a generous-sized engine instead of a small over-worked high-speed engine, it performs without strain and consequent wear.

AN ECONOMICAL CAR TO OWN

Low in first cost due to savings effected by One Profit manufacture, which enables Studebaker to offer you a better car at a lower price.

Low operating cost because of the high quality of material and workmanship used in its construction. For several years Studebaker repair parts sales have averaged only \$18.00 per car per year.

STUDEBAKERS ARE BREAKING IN WHEN OTHERS ARE BREAKING UP

Before you buy a car consult our friends—Studebaker Owners—and ask us for a demonstration on a

Studebaker

HONGKONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15		Brake H.P. 43 at 3000 Revolutions.	
Piston Displacement 160.37 Cu. In.		Wheel Base 107 inches.	Speed 62 M.P.H.
Tourer	5 passenger	Nett Weight 2292 lbs.	\$81,150
Club Sedan	5 passenger	"	2437 " 1,150
Roadster	4 passenger	"	2297 " 1,200
Cabriolet	2 passenger	"	2322 " 1,200
Sedan Royal	5 passenger	"	2337 " 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating 27.34		Brake H.P. 70 at 3000 Revolutions.	
Piston Displacement 241.6 Cu. In.		Wheel Base 113 inches.	Speed 72 M.P.H.
Tourer Royal	5 passenger	Nett Weight 3070 lbs.	\$81,450
Roadster	4 passenger	"	3030 " 1,500
Tourer Royal	7 passenger	"	3080 " 1,550
Club Sedan	5 passenger	"	3155 " 1,600
Sedan Royal	5 passenger	"	3225 " 1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating 36.04		Brake H.P. 85 at 3000 Revolutions.	
Piston Displacement 353.8 Cu. In.		Wheel Base 120 inches.	Speed 72 M.P.H.
Roadster Royal	4 passenger	Nett Weight 3318 lbs.	\$81,900
Club Sedan	5 passenger	"	3453 " 1,950
Cabriolet Royal	4 passenger	"	3498 " 2,000
Sedan Royal	5 passenger	"	3580 " 2,000

All Prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

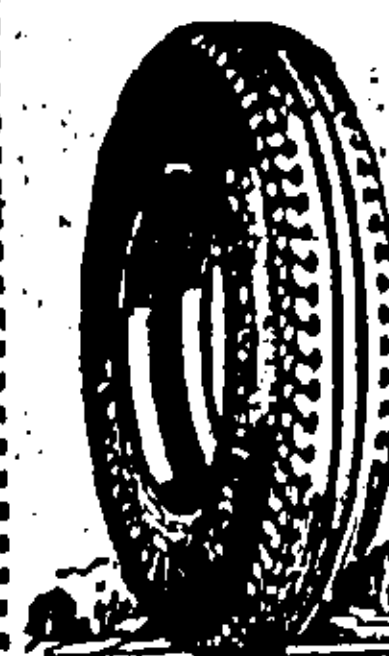
PRESIDENT EIGHT

N.A.C.C. Horse Power Rating 35.45		Brake H.P. 100 at 3000 Revolutions.	
Piston Displacement 319 Cu. In.		Wheel Base 131 inches.	Speed 80 M.P.H.
Tourer State	7 passenger	Nett Weight 3760 lbs.	\$82,500
Sedan State	7 passenger	"	4036 " 2,650
Berline State	7 passenger	"	4065 " 2,700
Limousine State	7 passenger	"	4096 " 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

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GOODRICH TIRES

We give you just a little bit MORE of everything in Goodrich Silvertowns. That's what makes them such values!

MORE mileage—MORE strength—MORE lasting beauty—MORE road-gripping Safety.

But at NO MORE COST!

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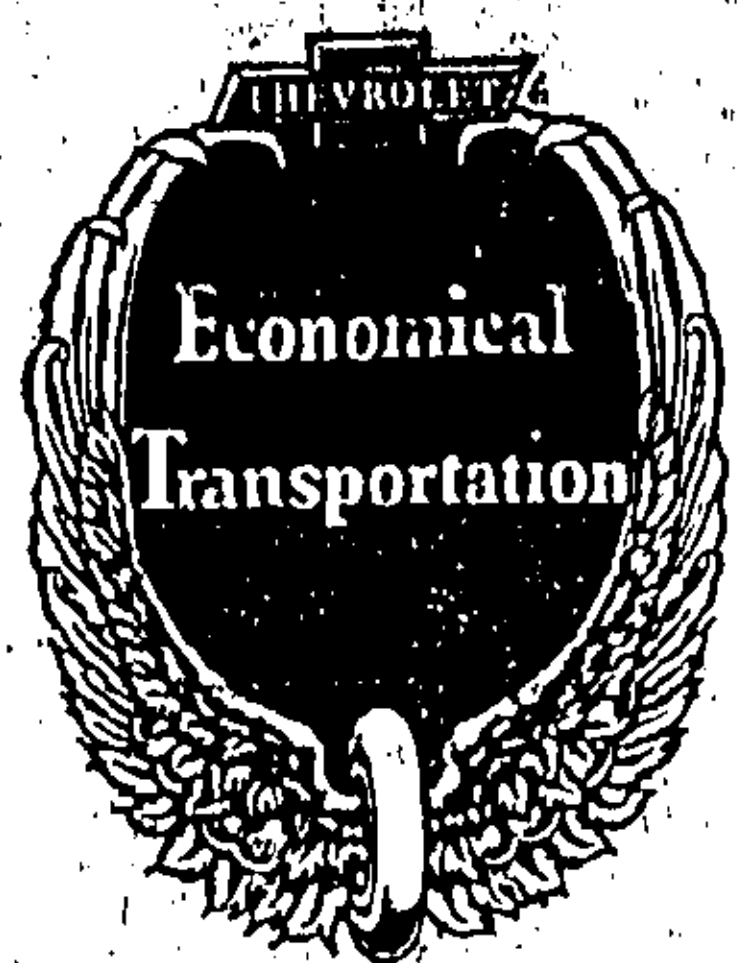
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All sorts of Automotive Accessories also in stock.



HONGKONG DELIVERED PRICES.

SERIES A. B. "NATIONAL"

S.A.E. Horse Power Rating 21.7 Brake Horse Power 35 at 2200 Revolutions
Piston Displacement 170.9 Cu. In. Wheelbase 107 inches PACKING

	NETT WEIGHT	F.O.B. FACT	EXTRA NETT	SHIPMENT DELIVERY	NETT CASH HONGKONG
** CHASSIS 1 TON	1765 lb.	G\$375	G\$21	G\$184	G\$ 580
** ROADSTER 2 Passenger	2100 "	495	56	219	770
** TOURER 5 Passenger	2160 "	495	56	219	770
** COACH 5 Passenger	2430 "	585	45	270	900
** COUPE 2 Passenger	2305 "	595	45	270	910
** CABRIOLET 4 Passenger	2340 "	665	45	270	980
** SEDAN 5 Passenger	2505 "	675	45	270	990
** LANDAU 5 Passenger	2475 "	715	45	270	1020

- * Hongkong Price includes spare rim tire & tube, Right Hand Drive.
- * Hongkong Price includes spare rim tire & tube, Bumper, bulb Horn, Drag Deck Top, Right Hand Drive.
- * Hongkong Price includes spare rim tire & tube, Bumper, bulb Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

S.A.E. Horse Power Rating 21.7 Brake Horse Power 35 at 2200 Revolutions
Piston Displacement 170.9 Cu. In. Wheelbase 124 inches
Chassis 1 Ton nett weight 2130 lbs. G\$495 G\$40 G\$185 G\$ 720
Chassis 1 Ton with Cab weight 2500 lbs. 610 40 185 860

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.



WOMEN DRIVERS EXCEL.

Their Excellent Sense.

Are women motorists a menace? Some are—but, then, so are some men. All who have studied this question with an open mind agree that the large and ever-increasing number of women drivers are developing a very sure and very sound road sense.

Many of them cannot say why they do the right thing at the right moment, but then, neither can a good many other efficient workers. In everything woman acts more by instinct than by reason—a most valuable asset to any driver, male or female.

Indeed, woman's mental make-up exhibits just those qualities which the good driver should possess. When she takes to motoring her chief aim is to learn to drive. She concentrates her whole attention and her enormous enthusiasm on mastering those details which make the perfect motorist.

She may not care a bit for gears, pistons, magneto, and the other grisly details about which mere man concerns himself. She is out to achieve results, and those results are almost invariably good.

Woman has a natural aptitude for driving. Her touch is delicate; her sense of fitness very strong. She does things properly because it comes naturally to her to do so. She is not content just to "pick things up," she studies driving with keenness. The result? It can be observed on all our roads to-day, provided one has the eyes and will to see.

There was a time when the sight of a woman at the wheel alarmed all who witnessed it. Men drivers gave her a wide berth. The fact that she was a woman was accepted as sufficient excuse for most sins of omission and commission. That spirit lingers still, in spite of what women drivers did during the war.

But modern motoring Eve does not care for that sort of thing. Rightly, she is a driver first and a woman second. She is on the road because she has a right to be there—because she can drive well. She neither asks nor expects preferential treatment, though a signal of distress is still sufficient to bring masculine assistance to her side.

What woman is not proud? It is that pride—pride in her own ability—that is making her the perfect driver. When she is on the road she is far more concerned with her driving than the effect she is creating on the passing male. It is here that she excels. One job at a time is enough for her.

In the ballroom or the restaurant she is in her kingdom. Then she expects the homage which is her due; but on the road—not a bit of it! She is just a unit in the army of road-users, courteous to others and expecting the same in return.

That may sound a sweeping statement, for the old gibe that women know nothing about the team spirit dies hard. But it is true! Watch a woman in a sports car! She doesn't attempt spectacular stunts to the danger of other people. It's the young blunder in plus-fours and a college muffler who misuses the power of the super-car.

The secret of good driving is simply the ability to get there in the shortest time and with no danger to others. If some women haven't learnt it, that's because they haven't had time. The same rule applies to men.

There's no inherent reason why women can't become drivers every bit as efficient as men. They are proving it, not only on the road, but on the track, where resource, quick thinking and initiative are constantly demanded.

For a long time men have been telling women that they can't drive; that they are a positive danger. That fact alone is sufficient to make of every woman a super-motorist. It may be her pride—it may be, as others say, her contrariness—but Eve is never satisfied with admission on sufferance to any sphere.

So she sets out to beat man at his own game. She is succeeding every day, and she is influencing the whole trend of motoring. Her presence on the road inspires men to envy. The more women there are the more men will want to be superior. That can only result in a great raising of the standard of road manners and greater safety for all.

NO "SECOND-HAND."

The Sydney motor trade has barred the term "second-hand." It is thought that "used car" is more suggestive of value, and this term is now used in all showroom displays and advertisements. Occasionally one sees a car on the garage floor which could be more accurately classified as an "abused car."

THE TRANSMISSION.

Some Explanatory Notes.

Working with the clutch, in the process of making the engine move the automobile, is the transmission.

This consists of an arrangement of gears by which a car may pick up speed in gradual steps, or back up when desired.

Knowledge of how these gears work may help toward elimination of the scraping noises we hear when poor operation causes them to clash. In fact, it may avoid the possibility of stripping some of the teeth from the gears and, so making the entire transmission worthless.

The gears are so arranged in the transmission that, when the lever is in neutral position, they do not mesh. All that is happening, while the engine is running and the clutch is engaged, is the revolution of the main driving gear on the engine shaft and the countershaft gears with which contact is made to those on the propeller or drive shaft.

Since the operating gears are not meshed, the clutch may be engaged. But when the lever is to be thrown into first, to mesh the large sliding gear on the propeller shaft with the smaller one on the running countershaft, the clutch must first be disengaged completely—the foot pedal must be clear down to the floor board—or there will be a scraping of gears, a straining and possibly stalling of the engine. That, too, is how gears are stripped of their teeth and rendered useless.

This is what happens when the lever is shifted:

The engine has been running at a normal speed, while the lever is in neutral and the car is standing still. While this is going on, however, the engine is driving the gears on the countershaft at the same speed it is going.

When the clutch is disengaged, the engine is separated from the countershaft gears and leaves these to revolve on the momentum it has given them. While they are revolving, at a comparatively slow speed, the low gears can be meshed with the sliding gear on the propeller shaft, the clutch may then be let in slowly and the car started.

Having picked up enough momentum, the clutch is disengaged again—separating the engine from the transmission—the sliding gear is moved to the next faster countershaft gear, the clutch is let in again, and off goes the car at a higher speed.

At the highest speed, third, the engine is connected directly with the propeller shaft, by the same clutch and lever action. For this reason, the engine may be slowed up or speeded up in direct proportion with the road speed desired.

But if the car is slowed down too far, there will come a point in the contact where the pull of the car will be too much for the engine and the motor will stall. To prevent this, the transmission must be shifted back into neutral position, and then into the next lower gear.

In lower gear, the gear wheel directly connected to the engine is smaller than the one connected to the propeller shaft, thus accommodating the higher speed of the engine to the lower speed of the

POWER-WEIGHT RATIO.

Intricate Term Explained.

As the average traffic density on the roads increases, so does the need for rapid acceleration become more and more pressing. With four-wheel brakes (and servo motors with which to operate them) the stopping powers of a car are now better than those of any other vehicle, so that, without inconveniencing other road users, the driver whose car will accelerate rapidly can often pass others and get back again on the near side of the road in safety where the same manoeuvre, attempted on a slower vehicle, would be fraught with danger or even disaster. And while many and various are the views held by motorists concerning controversial topics, such as suspension, steering, and types of bodywork, it would be difficult to find any one who did not rally a quick-gate-away as a feature in the performance of his car. A lively and responsive machine which, at a touch of the throttle, surges forward with rapidly increasing speed is a possession greatly to be prized.

Power-weight Relation.

In speaking of rapid acceleration most people naturally think of engine power as being the most important requirement, whereas only a little reflection should be needed to show that the weight of the vehicle has an equally potent influence upon its liveliness. Acceleration, in fact, is exactly proportional to what is known as the power-weight ratio, and this ratio can obviously be bettered by increasing the power or by reducing the weight. In many small cars of medium size the engine may develop about 40 h.p., and the total weight will be about one ton, giving, in round figures, a ratio of 2 h.p. per hundred-weight. To get a better acceleration than is possible with such a car the designer has two methods available; to increase the output of the engine, or to reduce the weight of the vehicle. Thus, if the weight can be cut down to 16cwt., the acceleration would be exactly the same as though the weight had remained unchanged and the power had been increased to 53 h.p.

Effect of Overloading.

This point is emphasised, because in many cases the performance of a car has been quite spoilt by overloading it with cumbersome bodywork, and then, to bring the acceleration back to normal, the designer has been forced to wring a few more "horses" from an unwilling engine, a practice which may easily make a smooth-running power unit into a rough one. Nowadays, however, with light six-cylinder chassis and fabric bodywork, power-weight ratios show signs of an all round improvement.

It is also worth mentioning that when an engine is causing a car to accelerate it must also provide power to increase the speed of the main rotating parts, such as the flywheel, transmission shafting and road wheels. The rotational inertia of these parts is not very great compared with the inertia of the car as a whole, but nevertheless makes a difference to the performance obtainable.

At higher speed, the engine is able to exert a proportionately greater pull on the car through the low gears and thus either start the car again or keep it pulling up a steep hill or in slow traffic.

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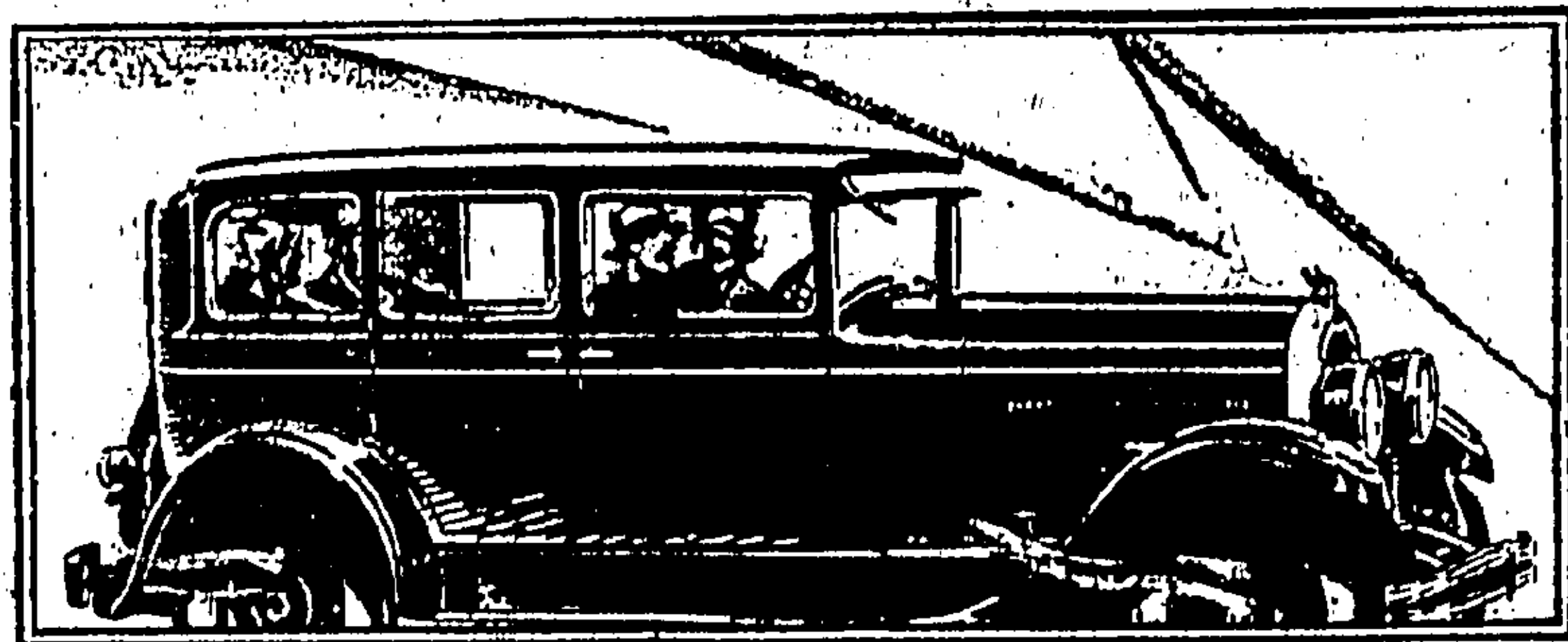
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The endurance record for a 50,000-mile run—equal to twice around the earth at the equator—may be broken by Lionel Rapson and his son, shown here, when they start out in England soon. They will drive an American car, a Marmon.

DRIVE A CHRYSLER TO PROVE A CHRYSLER

MAKE YOUR CAR COMFORTABLE.

Some Useful Tips.

[By John Prioleau.]

An article I wrote a week or two ago on the things I believe to be absolute necessities in a modern car has brought me a good deal of comment from readers. Our or two of them take exception to my demand for steering-wheel lighting switches, and also to the hand-controlled radiator shutters on which I insisted.

It is, I suppose, the old story of personal taste, but I am convinced that anybody who has ever driven a car fitted with, at any rate, the headlights controlled from the wheel, would never willingly have the switches anywhere else. As my critics say, it is not a very long way to stretch forward to the instrument board in order to switch on. I quite agree, but it seems to me fairly obvious that anything which removes the necessity for taking your hand off the wheel, especially at night, must be an advantage and not a disadvantage. The question of cost can hardly enter into it at all, as I showed by quoting a really low-priced car which has this as a standard fitting.

As regards the hand-controlled radiator shutters in conjunction with the thermometer, I agree that this may perhaps not be looked upon as a necessity by those who are not interested in getting the best out of their car or in running it at its most economical—very often the same thing. Yet again I can only answer that once you have known what it is to keep the temperature of your cooling water exactly at the point you want it, and noticed the improvement in

the running of your engine as compared with it in the ordinary slapdash method, you will never be satisfied without them.

"Pleasant Unnecessaries."

In this connexion I should like to emphasise again that it is very important that your thermometer should show the temperature of the water as near the engine as possible and not in the radiator. In some engines there is an immense difference between the two, and if you are going to control temperatures it is as well to do it properly and accurately.

Some of the readers' comments suggest what one of them calls "pleasant unnecessaries." About one of these, a flexible steering wheel, I agree most heartily. I have used one of these wheels now for some three months, and although like most people to whom they are suggested I was at first quite incomprehensibly opposed to using it, it was not more than a few hours before I reached the stage when I wondered how on earth we could have got on without such things all these years.

A good flexible steering wheel insulates the driver's hands, arms, shoulders and back from vibration either of the engine or of the road kind to an incredible degree, and it is no exaggeration to say that it enables him to drive considerably further without fatigue than would be possible with the rigid type. They are not cheap compared with the latter, but they are, in my opinion, absolutely invaluable. They are most specially to be recommended to the owners of very small cars in which the driving seat is cramped. The flexibility is naturally not very great as measured—that is to say, you cannot bend the rim of the wheel very much—but the man who finds difficulty in getting into his driving seat and who is becoming resigned to bumping against the rim of his rigid wheel when using clutch or brake pedal will find his driving pleasure at least doubled.

Another pleasant unnecessary that I have recently discovered is a rubber foundation to the floor mats. In my car there is such a foundation, which consists of a complete set of mats covering the whole width and length of the floor boards, something like half an inch thick, of a very resilient yet firm material of the india-rubber order. It is anything but cheap, I believe, although I do not know what the price is, but I think it well worth the money.

Pneumatic Upholstery.

With this set of mats under the ordinary car mats there is no vibration felt in either the back or the front seats. No matter how fast the engine may be running on any gear, not the slightest tremor can be detected by either hand or foot anywhere on the floor. The engine, as it happens, runs with less vibration than most; in fact it runs with none at all, so far as I can see, but experiments on other people's cars with this flooring has convinced me that it is one of most necessary of the pleasant unnecessaries.

To conclude a list of pleasant unnecessaries I would add pneumatic upholstery. Its place is really much higher up in the list, but some people may not attach the same importance to it as I do myself. There is, to my mind, no comparison whatever between the comfort of long drives seated on air and seated on horse-hair-and-springs, or whatever it is the orthodox cushion is made of. There is nothing much in it, perhaps, in short and slow trips, but as soon as you set your car's nose for the blue, so to speak, knowing that you have to keep up a decent average for several hours a day, you will be very wise to have those lightly inflated cushions in place of the ordinary kind.

I put pneumatic upholstery, the flexible steering-wheel and rubber-covered floor-boards among the best things that have been invented for the comfort of the motorist since cars were first pushed out on to the road.

CAR CLEANING HINTS.

Other Means Than Water.

Water is generally recognized as the only effective medium for cleaning a car, and the majority of motorists are no doubt sceptical that the operation can be satisfactorily carried out by any other means. In this age of progress, however, nothing seems to be impossible; in fact, one of the best-known concerns in England, J. Reckitt and Sons, Ltd., of Hull, have produced a preparation known as "Karpol" which enables one to dry-clean and polish a car in one operation.

It hardly seems possible that such an operation could be carried out without inflicting serious damage to the paint-work, but in the course of a very convincing demonstration we came to the conclusion that cleaning by this method did not seem to have any adverse effect. Two cars liberally covered with dry mud were treated, and using only a very small quantity of Karpol they were quickly cleaned and given an excellent polish. The preparation is applied on a rag, and after the mud has been removed another rag is used to give the final polish. A feature of Karpol is the exceptionally small amount of "elbow-grease" necessary—far less than that required when using metal polish—while a two-shilling tin is sufficient to clean the car from 18 to 24 times. It will therefore be seen that this method of cleaning is economical, although naturally a good deal of rag is necessary.

Karpol also is an excellent grease remover, and it was extraordinary the amount of invisible grease that was removed from the cars during the demonstration. The lustre imparted seems to be lasting, while it can also be used to clean celluloid side screens with equal success. It is, however, no good for cleaning brass or nickel plate. It is also claimed by the manufacturers that it preserves the varnish and paint-work in general, for it prevents cracks.

One of the cars used in the demonstration was a blue two-seater Morris-Cowley, which had been in daily use for 10 months. One side of the car—taking the top of the bonnet as the dividing line—had been cleaned by water and the other half had been treated with Karpol. The contrast was very effective. The water-cleaned half was dull and dirty in appearance, especially on the bonnet, while the other half had the appearance of a brand-new car.

For the bodywork, and even the wheels, the preparation seems a particularly easy solution of the cleaning problem; but, on the other hand, we think the average person would prefer water for the treatment of the under parts. We also understand that fabric bodies can be treated with similar success.

Karpol is stocked by all the leading garages and accessory houses in various sizes tins.

Washing Fabric Bodies.

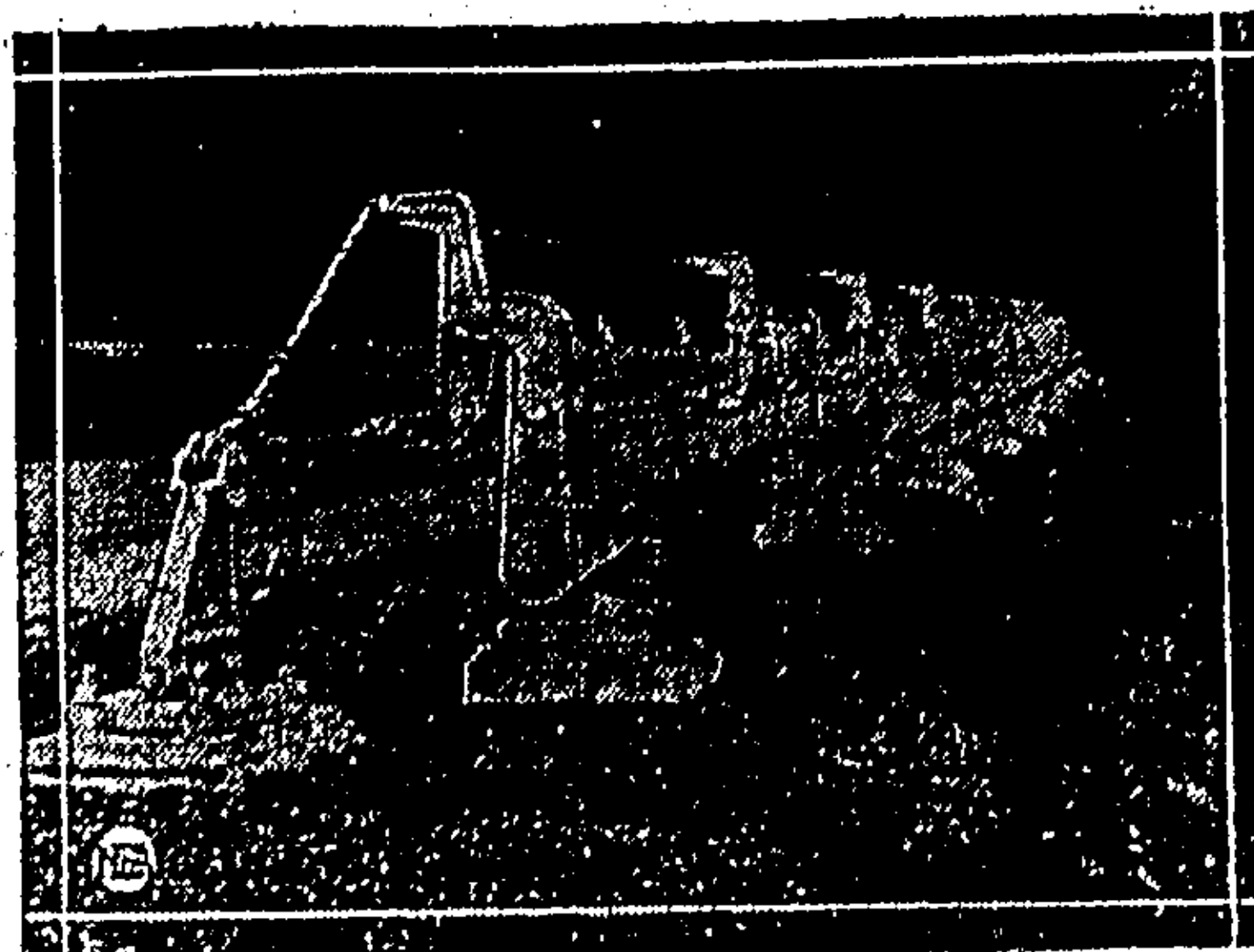
Many motorists complain that the fabric body is not so easy to clean as an ordinary coachbuilt job, but it is pointed out by a well-known concern that the reverse should be the case if the right methods are adopted.

If a hose is available and the car is very muddy, it should be "sluiced down" at the outset, allowing a little time for the water to soften the adhering mud. All that is then required is a bucket of warm water with plenty of soap in it and a soft brush. The meticulous care to see that there is no grit on the car, which is so necessary when dealing with a varnished surface,

is not called for on a fabric body. The surface of the fabric is cellulose, and the immunity from damage by scratching that is claimed for the cellulose-finished car is also an attribute of the fabric. If the dirt is particularly stubborn, as for instance when the car has been left for two or three days before washing, a teaspoonful of paraffin added to the water will render the work much easier and no damage will be done to the fabric. After washing and leathering, the surface should be polished with a dry duster, when its natural lustre will be restored. The use of polishes—says the concern in question—is unnecessary and, in fact, is not recommended, as if wax is allowed to lodge in the pores of the material it is apt to hold dirt which necessitates very hard rubbing to remove it.

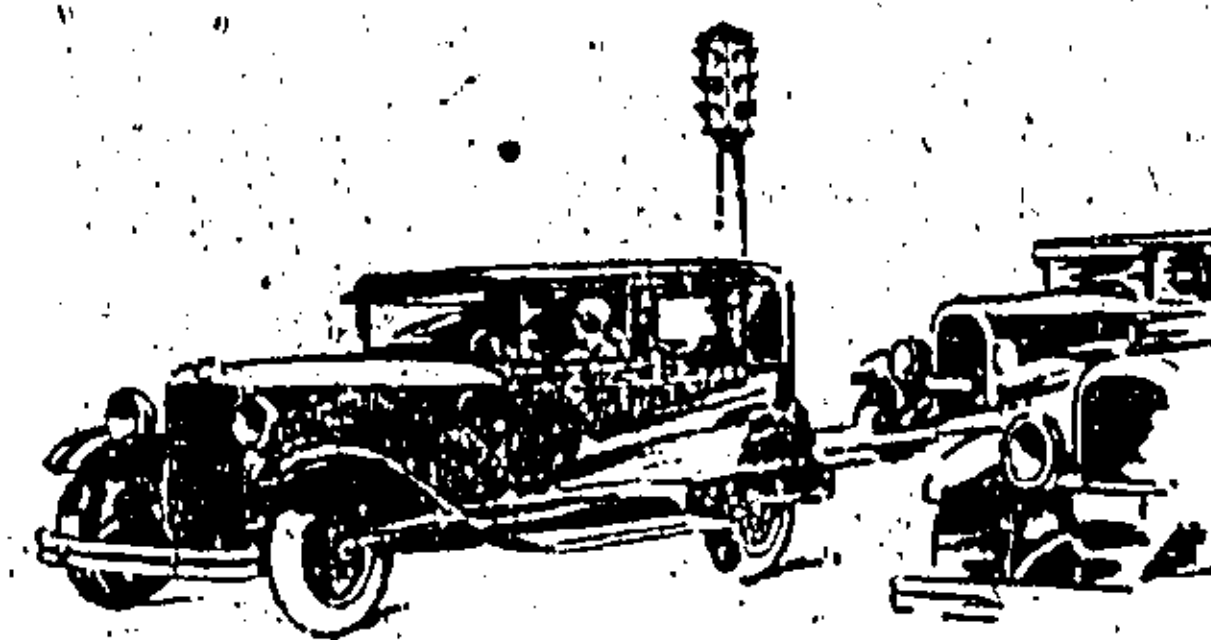
Washing a fabric body in this way renders the work easy, and it certainly has the advantage of not calling for a prolonged use of cold water, always an unpleasant matter, especially in wintry weather. Generally speaking, a Weymann body will be found easier to clean than a body on which the fabric has been fixed to the sheet-steel foundations. This arises from the fact that the fabric not being back-

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Speeders taking the curves of some of New York state's highways recklessly may thank the inventor of these sturdy guard rails for escaping with only a few bruises. The cable gives first under the direct impact and the heavy springs permit the stanchions to fall back with the car. It's the invention of Joseph Ramsey of Albany.

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ed by any solid substance, the Weymann cloth is generally of a very substantial nature, in order that it may resist any accidental blow, and the cellulose surface is correspondingly thicker. On some of the lower-priced cars a thin material is often used on account of cost, but even this, if washed in the manner previously described, will be found to offer no difficulties.

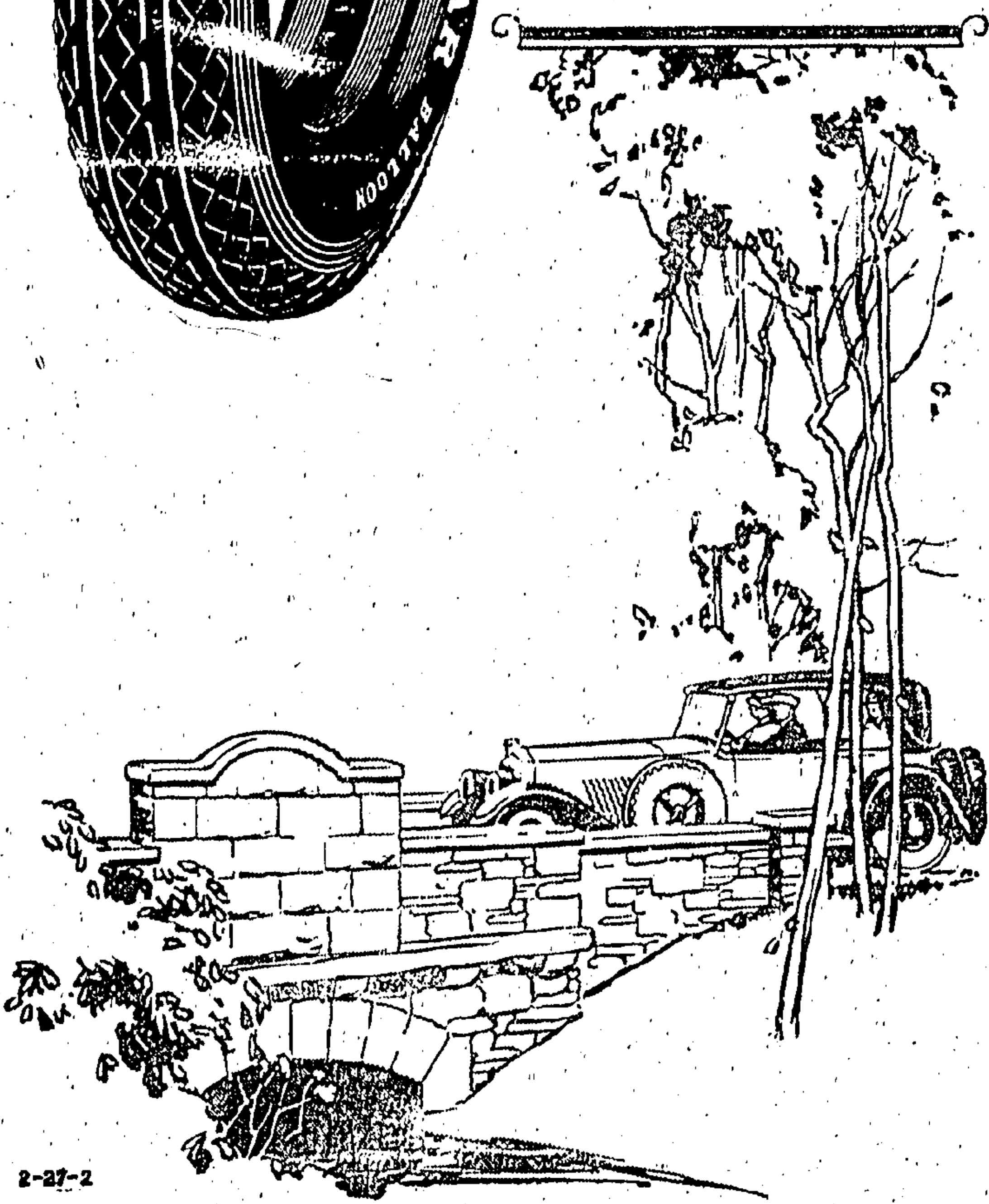
A point that well illustrates the durability of the fabric cloth was an experiment carried out by a well-known manufacturer of side-cars before adopting the material as standard. Hot tar was thrown upon the fabric, and, after being allowed to cool, was easily removed by a little paraffin without any damage to the cellulose surface of the cloth.



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London, May 1.—The two seater aeroplane which has been reserved for the Prince of Wales on suitable occasions for travelling to various parts of the country is fitted with the slotted wing device

which operates automatically and prevents the machine from stalling and getting dangerously out of control when losing flying speed. Although the machine is equipped with dual control levers and can

be flown equally well from the passenger as from the pilot seat it is not the Prince's intention to learn to fly in order to pilot the machine himself.

FRIEND OF CHARLES DICKENS.

LOOKS BACK OVER EIGHTY YEARS.

FINING A PRINCE.

A friend of Charles Dickens and a schoolboy of the time of the great Exhibition of 1851, Mr. C. J. Tjouw writes for *The Daily Chronicle* on life, as it has appeared to him over the space of more than 80 years.

Mr. Tjouw, as a lad, told Dickens of his adventures in the hands of a cruel schoolmaster, and so probably provided the author with material for his conception of Squeers.

"Dickens," he writes, "was perhaps the acute observer of his age. Although only a child, I was deeply impressed by his astuteness and insight."

Mind Changing.

Why is it, I wonder, that women are so fond of changing their minds?

When asked this question a short time ago, a young lady of my acquaintance remarked that she thought men imagined this to be the case because they, on their part, had none to change.

She supposed that in the days when the world was young, some renegade from the female camp made the suggestion in spiteful mood, and that it had just stuck, men being unable to get the idea out of their thick heads ever since, despite all evidence to the contrary.

Be this as it may, in reviewing the events of the last half century it is the profound apparent difference between the manners and customs of modern women and those of days gone by that most impresses folk who have lived to see them pass.

"Ringlet Fronts" would be laughed to scorn by the modern damsel, who disdains her hair to the extent of shaving like a poodle. And yet Victorian maidens would have hidden discreet smiles behind lace handkerchiefs could they have seen the sprightly calves of modern youth. Which seems to suggest that after all my young friend may have had some right upon her side.

Acute Observer.

One great man of the nineteenth century, whose friendship it was my privilege to enjoy, would have seen little difference between his own contemporaries and the men and women of to-day.

Charles Dickens was, perhaps, the acute observer of the age. He probed far beneath the unimportant externals by which so many people judge their neighbours, and, although only a child, I was deeply impressed with his astuteness and insight.

Dickens was a slight man, long-haired with pointed whiskers and with eyes that seemed for ever searching. Many an evening before I was packed off to bed, as was the custom in those days when the family had guests, he drew me to his side, chatting to me and asking me questions about my life at school.

For many years I fully believed that it was these talks which had given the great novelist his idea for the character of "Squeers" in "Nicholas Nickleby."

At my college we had a master whose habit it was to prolong thrashings for half an hour or more. He seemed to take a delight in spinning out the agony. Pausing to take snuff, he would carry on with his lecture, and then turn to the thrashing again when his arm was rested.

Questioning me closely upon this pedagogic latest exploits, Dickens was especially amused at the plans I devised to be revenged on the hard-hearted old sinner. At the end of class the doctor was in the habit of giving me a coin, with instructions to buy a fresh stock of snuff and refill his box.

This gave me my opportunity. Stealing back into the classroom when he had disappeared, down the passage, I used to sweep up the grains with which his desk was liberally strewn, refill the box, and pocket the money.

These little "windfalls" were especially welcome for, in those days schoolboys had not risen to the luxury of pocket-money. It was regarded as demoralising. On the rarest occasions only was a youngster given anything to spend on his own account.

Long-ago "Wembley"

I well remember the joy with which I received a present of half a crown to spend on side-shows on the occasion of the great Exhibition in Kensington Palace Gardens in 1851. We had our Wembleys even in those days, and then, as now, traffic problems were regarded as alarmingly acute.

It is amusing to recall that when the Exhibition was transferred to the Crystal Palace, the presence of a decrepit old toll gate created what was regarded as an extremely

TRAGEDY OF A FARMER.

WIDOW'S PITIFUL STORY OF MISFORTUNE.

The story of a farmer's ill-luck was related to the Southern Coroner at an inquest on William Thomas Meakings (82) lately staying in Leighton-avenue, Leigh, whose body was found on the beach there with a bottle of poison near by.

The widow, Mrs. Rebecca Meakings, of Sutton Court-road, Sutton, Surrey, said that for years they had lived happily on a farm at Halstead, Essex, in which her husband had invested £3,000. Then things went wrong, her husband went bankrupt, and because there was not enough to keep the two of them, they separated.

"My husband went to work as a farm labourer, and I took a post as a domestic servant," she said. "I have not heard from him for three weeks, and did not know he had been out of work. The trouble was that he was too proud to say so. He was too proud to beg."

A verdict of suicide during temporary insanity was returned.

Sydney, 2nd May: At the burial at sea of Captain Dayas, master of the Peninsular and Oriental s.s. "Naldara," who collapsed and died on deck when the "Naldara" was 200 miles out, the Australian team for the Olympic Games, who are travelling to Europe on the "Naldara," placed a wreath on the coffin made of Australian wattle from the bouquets presented to the team at the farewell ceremony at Sydney.

dangerous congestion. Yet, in the light of more recent times, it could not be said that there was much peril from fast-moving vehicles. Perhaps in years to come men will smile tolerantly at our modern problems, even as we now do at those of the folk of seventy years ago.

I am sure that a fast-stepping dogcart inspired as much awe in the breasts of the pedestrians of the past as does a hooting omnibus in those of their modern successors.

Perched high in a tree-top of what was Dulwich Park at the time of the Exhibition, I remember gazing spell-bound on the glittering cortege which attended Napoleon III. and the Empress Eugenie as it wound from the Mill Pond to the top of Red Post Hill in a manner which would drive a modern taxi-driver to distraction. Yet it seemed fast to me then. The traffic problem is always at crisis.

By comparison with to-day, "slow and stately" was the motto of seventy years back. I have vivid memories of the stately arrivals and departures of the great people who visited my old school.

Iron Duke's Son.

The Duke of Wellington, son of the Iron Duke, was chairman of the governors. He came on horseback, and was far too pompous a figure for the liking of the boys, for he lacked utterly his father's magnetic attraction for youth. Watching his approach with little interest, my companions refused to greet him as they did Mr. Rogers, a favourite master, by scrambling to hold his bridle while he dismounted.

The Rev. William Rogers was a man of considerable note. Chaplain to Queen Victoria, he was an intimate friend of Prince Albert, in whose company he was usually to be found.

Officially, he acted as the Prince's English instructor, and the excellence of his teaching is attested by the fact that from very early days it was next to impossible to recognise his pupil as a foreigner.

Prince Albert Fined.

I remember as if it were yesterday the merriment caused when the Prince inadvertently crossed a lawn sacred to the use of masters when on a visit to Dulwich College.

He was dully fined sixpence, and his popularity was assured when he paid up readily, laughingly apologising for his unwitting breach of the rules. Mr. Rogers certainly had a most charming pupil.

Although life has speeded up in most respects during the past half-century, I cannot help smiling at the modern conception of hard work. The trade unionist would gasp at the mere idea of a twelve-hour day, but when apprenticed to a manufacturing chemist my hours were from eight o'clock in the morning to ten at night.

During five years my only holiday was a week-end trip to Margate. And yet I was thoroughly happy in my work. Sixty years back men were not afraid to discover for themselves the joy to be found in having far more work to do than one can easily accomplish.

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MODES AND MANNERS ON THE
PEAK TRAM."FEMINA" STILL CRITICISED, BUT "VERONICA"
COMES TO HER AID.

Replies to "Femina's" strictures in regard to dogs, smoking and shorts on the Peak tram still continue to come in. The lady herself, however, remains silent under the avalanche of letters which appeared in yesterday's *Telegraph*. Maybe she is reserving her ammunition in preparation for a second onslaught.

Whilst most of to-day's letters continue the denunciation of "Femina's" attitude, one lady, signing herself "Veronica," comes to her aid.

"The Good Old Days."

Sir,—Your correspondent "Femina" writes like a Peckite, but does not express herself in a style befitting an inhabitant of that altitude.

Each paragraph of her letter begins with "I strongly disapprove.... I further object,"—as if there is no more to be said on the subject. But the Peak Trams are not run for her benefit only, and people in the upper stratum of society do not as a rule assume such a tone in writing to the papers.

Aside from that, I would have nothing to quarrel with her if she had confined her remarks to smoking and to the presence of dogs in cars.

But she touches on an old controversy when she criticises a man's attire. If a woman dressed in flimsy nothings and very much abbreviated skirts can claim that it is both sensible and hygienic to dress so, surely a man has far stronger claims. It is a much more trying business to work all day long in a hot stuffy office than it is to chat over a cup of tea or to do shopping.

"Femina" must be very Victorian in her ideas when she says, "...the wearing of shorts is but a perversion to expose naked parts of the body just as are ladies' top short skirts and too short sleeves." Possibly, she is barking "back to the good old days," but thank Heaven, we don't belong to her generation.

Lastly, she says, "I ask why it is tolerated that the Chinese controller dares" to say to the passengers—"Hurry up!"—And pray, why not? What is there wrong or impolite in that?—unless Femina would like him to say it in best Cockney style, in which case she is welcome to teach him herself.

Enclosing my card,—Yours, etc.,

S. W. P.

Hongkong, May 25th, 1928.

Truth Without Frills.

Sir,—I think it is an absolute shame the way "Femina" has been made the butt of the half-baked humour of, apparently, half the males of the Colony merely because she stated her views on a matter of public interest.

The men of this Colony ought to have more respect for ladies than to hold them up to ridicule in the newspapers. It is quite clear that they don't like it because for once they have been told the truth. It is, of course, a shocking thing that the truth should be told without frills.

One might expect frills from our sex, but "Femina" has voiced the opinion of a great many other women in her courageous condemnation of odious practices. I would not go so far as to say that "shorts" make a man appear half-naked, but I do say that they are indecent, particularly as men do not worry how short their nether garments are.

Incidentally, a few of them would do well to survey themselves in a long glass before venturing on the streets in such unflattering garments. The vast majority make a scarecrow look like Bond Street. I suppose your many correspondents hope by sufficient exercise of cheap wit to disguise the facts of the situation. How they can hope to do so when so many living examples of the complaint disfigure the Peak tram, ferries and public streets daily, I don't know.

"Femina" has made only one mistake. She has forgotten that the cardinal principle of the relationship of the sexes is that woman should flatter the man into the belief that not only does he know everything, but can do nothing wrong. It seems to me that this sudden disillusionment is chiefly responsible for the men getting their backs up because they are told the plain truth.

Why can't men show a little consideration in keeping their filthy pipes in their pockets in a confined space like a Peak tram, and why cannot they understand that when women talk of naked knees, it is because naked knees are not the only reason for their disgust.

It is perhaps expecting too much.—Yours etc.,

VERONICA.

P.S.—I may mention that I am neither an irresponsible flapper, nor would I regard a self-righteous, straight-laced and hygienic old censor of public behaviour a fair description.

Kowloon, May 25th, 1928.

Possibly Liverish.

Sir,—I was much amused at "Femina's" letter in Thursday's issue of your paper.

It is certainly a shame that the dear lady should have been forced to sit next to a rude male who dared to smoke his pipe and expose his hairy knees in her presence.

But I rather fancy that the lady is in need of a little advice from one of the medical fraternity. In case, however, her physician has bony knees and therefore cannot be approached by her, please permit me, not suffering from that complaint, to prescribe.

I suggest a regular course of Kruschen, after which I think "Femina's" liver would be improved and she would become a more natural woman—one who would delight in seeing a man at his ease in shorts and smoking his favourite briar.—Yours, etc.,

HAIRLESS KNEES.

Hongkong, May 25, 1928.

Sarcastic.

Sir,—I am heartily ashamed of you—a gentleman—for publishing such cowardly attacks, by your correspondents, on a sweet, modest lady like "Femina".

Surely the fact, that she was brave enough to launch an attack on smoking, shorts, and dogs should command the immediate attention, and reformation, of the parties concerned, instead of forming the topic for ill-timed, and ill-mannered, humour.

Never mind, "Femina" continue your good work and I will endeavour to see you Chairman of the Peak Tramway Co. Ltd., President of the Anti-Smoking Society, President of the Back-to-1632 Fashions Society, President of the Society for the Elimination of Mere Men, President of the Society for the Prevention of Rudeness to Animals, etc., etc.

"Femina" dearest, let me give you a little fatherly advice. Keep on writing letters for the papers—but, for Sam Howdy's sake, don't send them in for publication. After you have composed and typed the letters tear them up and put the pieces into—the fire. I love (sic) you so much that I simply hate to see you making such a fool of yourself.

Remember, "Fem" dear, that *cat nudus in rebus* which, in your case, is a mechanically propelled vehicle. Do your trips in a motor-car and so save yourself the horrible ordeal of "seating next to one of these half-naked men with their hairy, bony, ugly knees."

Good-bye, "Fem," I hope that you will not have the pleasure of meeting me, for I am one of those who are usually in shorts.—Yours, etc.,

THEREDTIM.

P.S.—Do you, my darling, advise to wear my only pair of white flannels to-day? You know, it's raining terribly hard, and I would like to expose my "hairy, bony, ugly knees."

Hongkong, May 24th, 1928.

"Femina" Not "Femina".

Sir,—With reference to the correspondence signed by "Femina," appearing in the tenth page of to-day's issue, I shall thank you to inform your readers that this letter was not written by this firm nor by any of its members.—Yours, etc.,

FEMINA.

Dress Salon, First Floor, China Building.

NEWS OF AMERICAN
EXPEDITION.AFTER MORE THAN YEAR'S
SILENCE.

REACHES NORTH INDIA.

New York, May 25.
A telegram has been received here announcing the safe arrival in Northern India of the expedition headed by Professor Roerich, accompanied by his wife and son.

This is the first news of the expedition since April of last year, when a Moscow telegram said it was about to start for Mongolia.

The expedition has had various adventures, having been attacked by robbers, but the superiority of the expedition's firearms prevented bloodshed.

The expedition was stopped by the Tibetan authorities. It suffered considerable hardship, living in the winter-time in summer tents at an altitude of 15,000 feet.

Over 250 paintings have been sent to America by the expedition, whilst reports have been made of "many observations with regard to Buddhism."—*Reuter's American Service*.

INDIAN RAILWAY
STRIKE.MEN RETURN BUT REFUSE
TO WORK.

WALK OUT AGAIN.

Calcutta, May 25.

After an interval of ten weeks, the Lilloah workshops of the East India Railway Company were reopened to-day, when 4,000 men entered the shops.

The workers, however, practised passive resistance, with the result that the District Magistrate ordered them to disperse if they were unwilling to work.

The men refused to work unless their grievances were redressed, but they finally left the shops, on the advice of Mr. Mitra, the President of the East India Railway Company Labour Union, after the District Magistrate had threatened to expel them forcibly.

Subsequently, Mr. Mitra addressed the workers, declaring that the District Magistrate's action was unauthorised and advising them to repeat their policy of passive resistance if the workshops are opened to-morrow.

The Company has decided that anyone desiring to return to work must sign an undertaking not to resume passive resistance.—*Reuter*.

IRAQ OIL OUTPUT.

TWO BIG NEW WELLS.

Teheran, May 25.

Another big addition to the oil output is reported from Iraq, and in the sector of the Natikhan fields, where two further wells, producing respectively 200,000 and 300,000 gallons per day, have been brought in by the Khanoquin Oil Co., Ltd., a subsidiary concern of the Anglo-Persian Oil Company. Both wells are under control.—*Reuter*.

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NOTORIOUS "RED"
SENTENCED.PENAL SERVITUDE FOR
LIFE.CHINESE TRIED AT SINGAPORE
ASSIZES.

WANTED BY CANTON.

The conviction of Wong Teck-chai at the Singapore Assizes on charges of being in possession of seditious literature and explosive substances, together with the sentence of penal servitude for life and 24 strokes of the "cat" passed by Mr. Justice Sprague, is an event of considerable importance in the history of Communist agitation in Malaya, says the *Straits Times*.

After referring to the anti-"Red" coup in Canton and the flight of many agitators from that city to Singapore, the journal gives details of the "cat" passed by Mr. Justice Sprague, is an event of considerable importance in the history of Communist agitation in Malaya, says the *Straits Times*.

In this connexion it states that raids were carried out wherever Communist activity was suspected, and a series of raids culminated in a very effective discovery of the local headquarters of the movement.

During this raid a man who held the position of "military leader" in the local organisation was arrested, and documents were found outlining the Communist plans, which may be summed up as "rebellion and the snatching of the reins of government." This military leader was Wong Teck-chai.

"Wanted" in Canton.

This name was merely his local alias. As Cheong Hong-seng, which is his real name, he is badly wanted by the Canton Government in connexion with his Communist activities in China. These activities followed his banishment from Sumatra, after he had served a sentence of three years rigorous imprisonment imposed for organising the Medan railway strike in 1921, when Dutch officials were murdered.

This man had an undoubted gift for organisation and for the exploitation of mass psychology. Prior to his last visit to Singapore, which has terminated so unfortunately for him, he had only spent a few hours in this port, when he was passing through on his way to China as a Dutch banished.

Yet in 1919 he was connected with anarchical activities in this country in consort with persons, who, on the authority of the anarchist paper *Evangelie de la Populaire* (the issue of February 16, 1927) were responsible for the bomb outrage at Kuala Lumpur in 1925, in which Mr. R. Richards, the Protector of Chinese, had a narrow escape from death.

Anarchist Journalism.

An interesting reference to Communist methods in Malaya, and to the man who has just been condemned to spend the rest of his life in the Singapore goal, is to be found in the following extract from the *Evangelie de la Populaire*:

"After the banishment of their comrades and the closing down of the newspaper (*Nan Yang Critique* of Kuala Lumpur) the remaining anarchists who were not banished were obliged to adopt a policy of moderate advance. Unexpectedly in 1920 there was a movement in Sumatra to carry out a strike in an electric workhouse and to assassinate the Dutch officials. The chief instigator of the movement was Mr.

(Continued on page 10.)

The Very Idea!

A New Zealander visiting England sends to a London newspaper, apropos of the claim of a Chelsea reader that birds were attracted by a particular gramophone record and of Lord Taviatock's comments thereon, an account from a New Zealand paper of a lecture by Mr. Johannes Andersen, Librarian of the Turnbull Library, Wellington, on New Zealand song birds.

Mr. Andersen claims that while English birds preserve no method in their singing, the New Zealand natives sing melodies of musical phrases arranged in an ordered sequence. He also says that he has heard a bell-bird singing "The Campbells Are Coming" (which would seem, by the way, to point to the presence of "Scotmen in the locality"), while phrases from well-known compositions were frequently recognisable.

Mrs. A. had a very good Chinese boy. He gave her notice. Mrs. A. told Mrs. B. that she had given him the sack. Mrs. B. believed her because she had bribed the boy to give Mrs. A. notice, so she could engage him herself. So everybody's, quite pleased about it!

"I fear you are sadly Victorian," writes a Walford reader to a London paper regarding the use of popular terms. "Should we not move with the times? Let us by all means talk about 'smoke-room' and 'billiards-room.' For the future I intend to eat apples-pie and cherries-tart, and to use ash-trays and cards-tables. No doubt the coming boy will play football."

A patriotic Scotsman revisiting his country accompanied by his son, a boy of eight, took him to the Burns statue in Aberdeen.

The poet is represented holding by the stalk his "wee, modest, crimson-tipped" daisy.

"That, my son, is Robert Burns," said the father, "Scotland's greatest genius!"

To which the laddie replied—"And is he holding a corkscrew in his hand, father?"

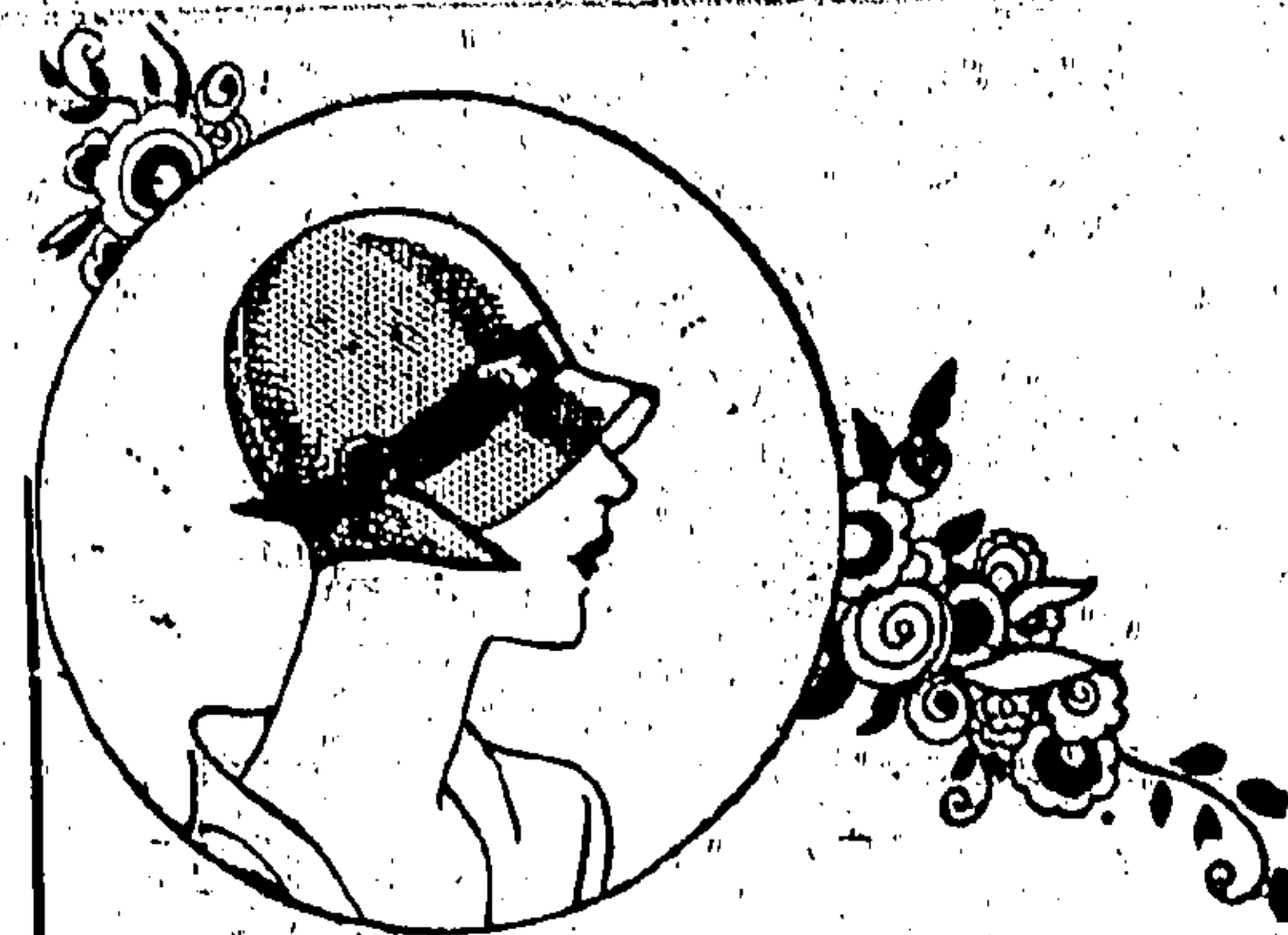
The bath-chairs of Bath made a poor show on parade when they turned out for the annual licensing inspection. Twenty years ago there were 68 of these perambulators for the use of the public. At the last inspection there were only a couple of dozen. Nevertheless, Bath waters, though not as fashionable as they were in the days of Mr. Pickwick, still hold their own, and the Bath Oliver biscuit is still largely produced and consumed by the discerning.

The bath-bun, one would imagine, is much less popular than in the days when, combined with a glass of milk, it formed the only sustenance of the Rev. Robert Spalding in "The Private Secretary" over a considerable period. Yet we still meet it in the refreshment museums at railway stations, a pale reflection, as it seems of the rich fare of one's childhood, when a bath bun bought at the baker's shop in Upper Regent-street was something to look forward to with greedy rejoicing.

Billy Bowens had been anything but a model boy at school, and, consequently, an application of the cane was almost a daily occurrence. When he was leaving Billy's father called to have a chat with the headmaster.

"I hardly know what to put him to," said Mr. Bowens, "and I thought you might suggest something that he seems specially fitted for."

The schoolmaster scratched his head. "Well," he said, "I think he would make a splendid point duty police man. He can hold his hand out better than any boy in the school."



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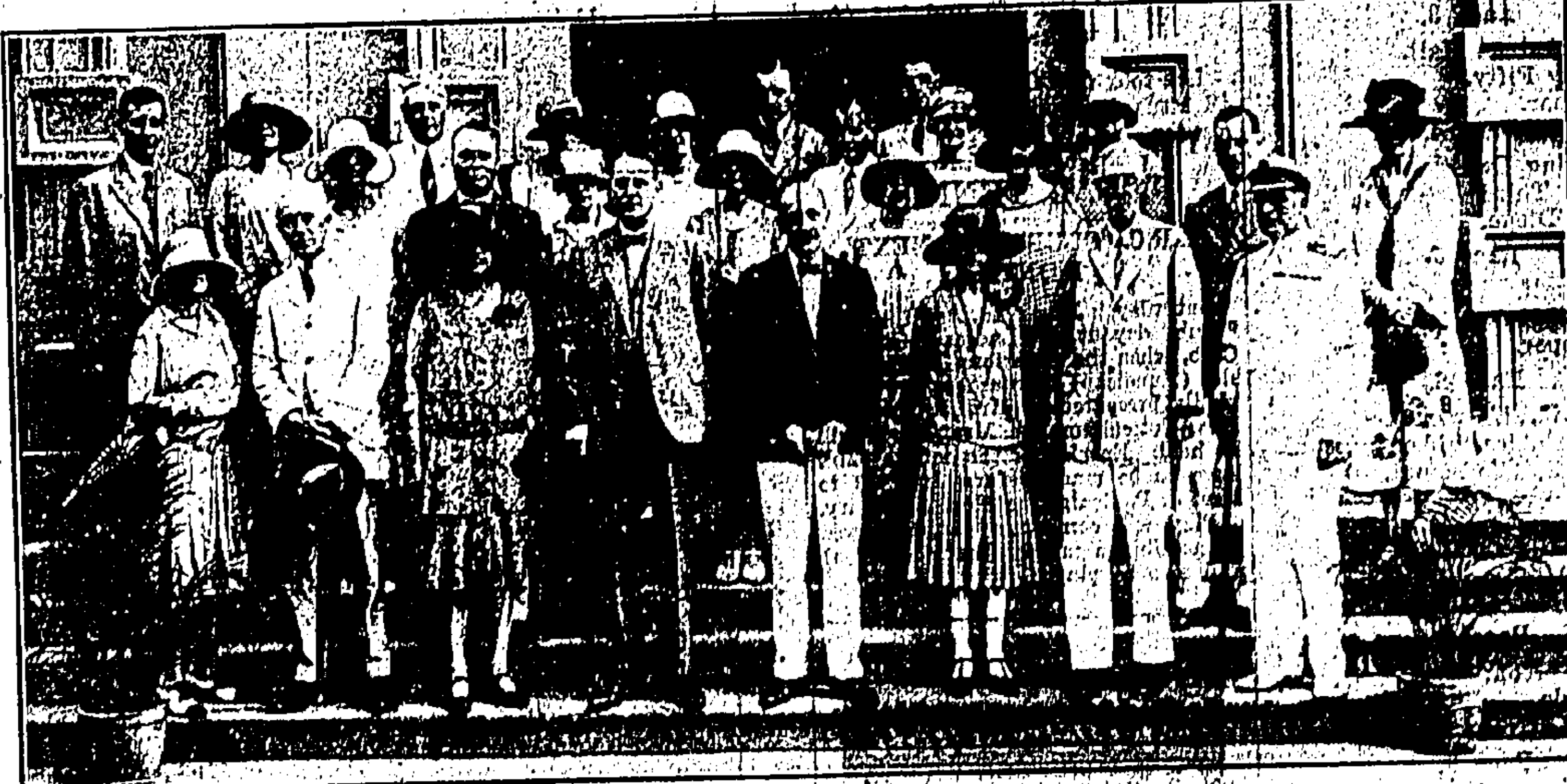
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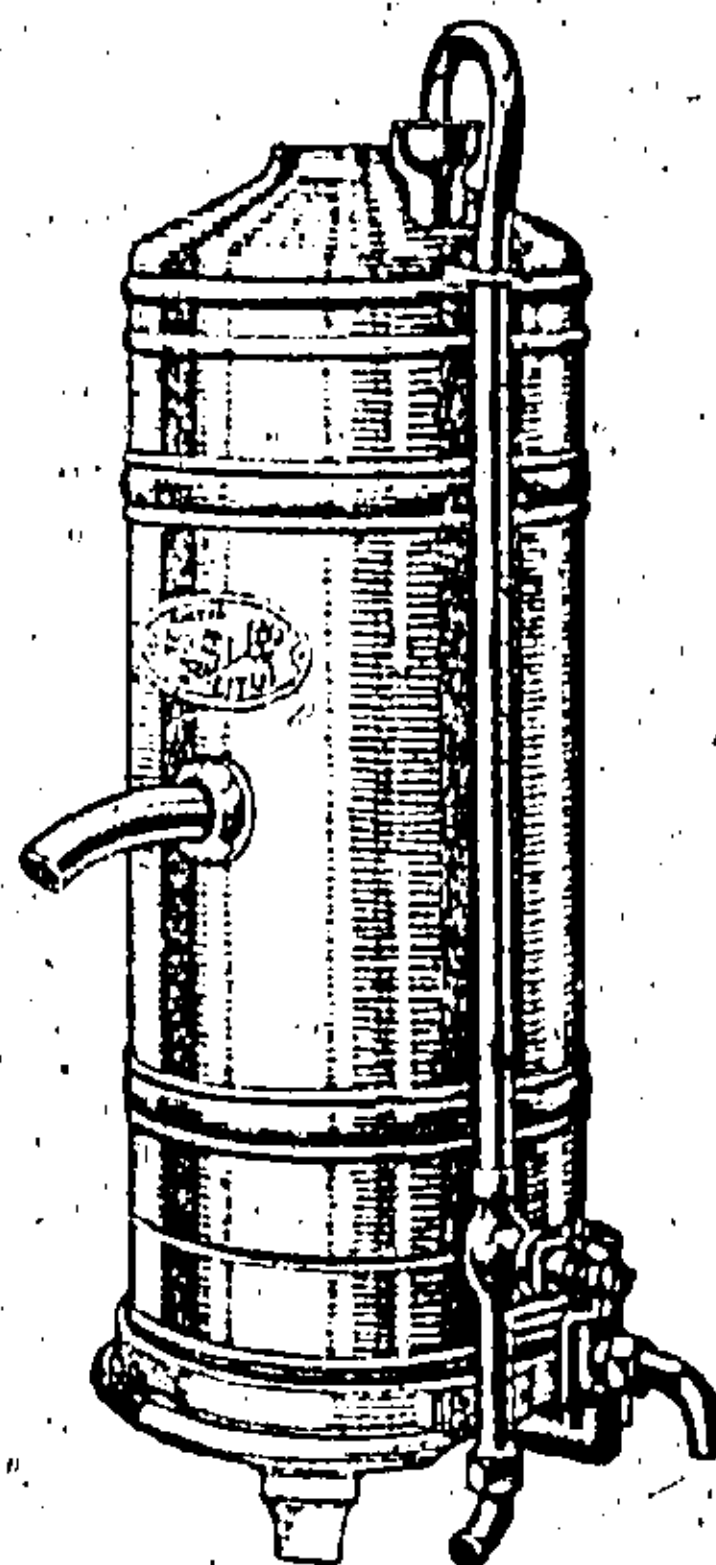
AT THE OPENING OF THE CHEER 'O Y. M. C. A.



H. E. the Officer Administering the Government, together with leading residents and Y.M.C.A. officials, photographed on the occasion of the opening of the Cheer 'O Y.M.C.A. at the City Hall, on Thursday. (Photo: Mee Cheung).

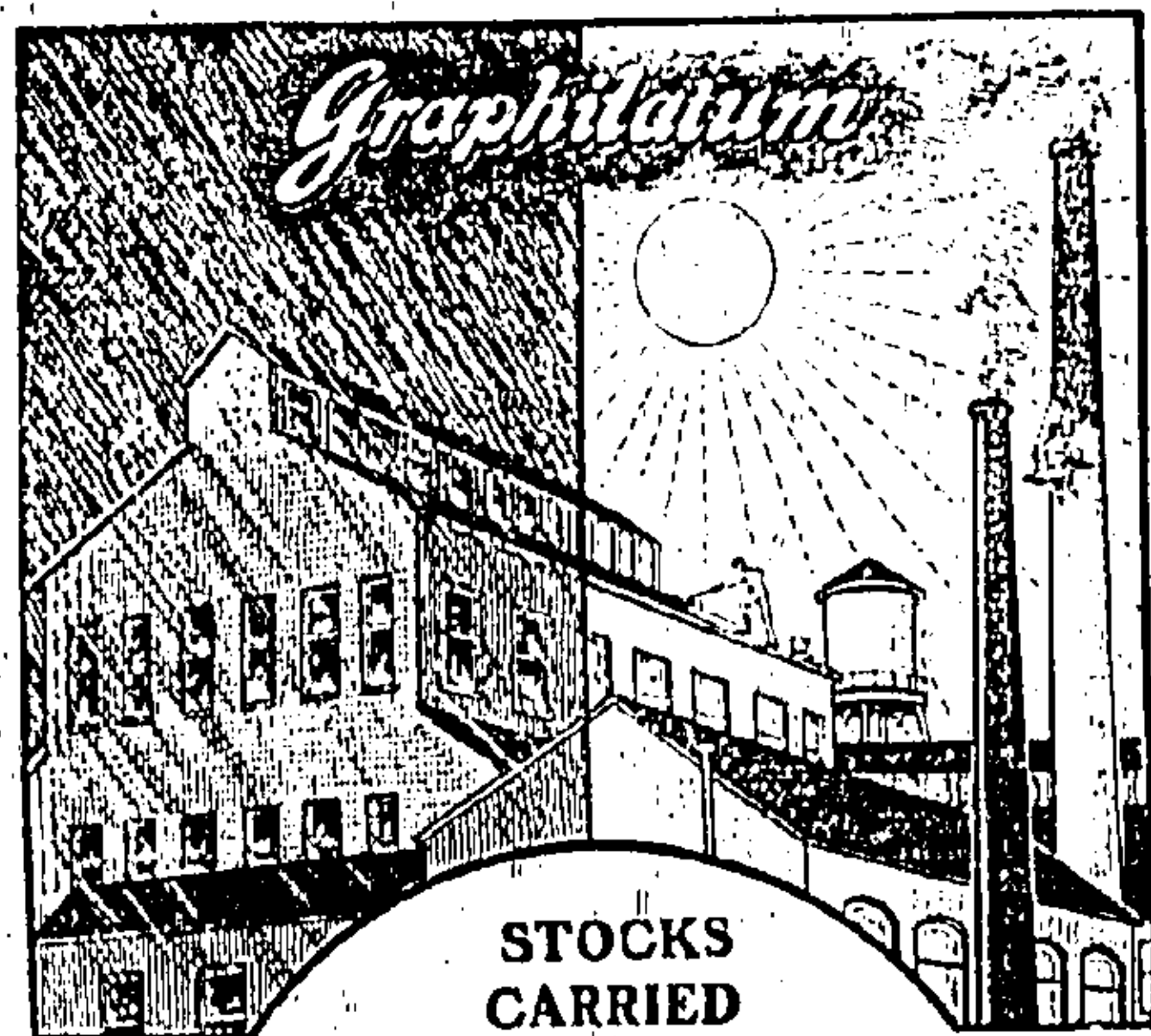
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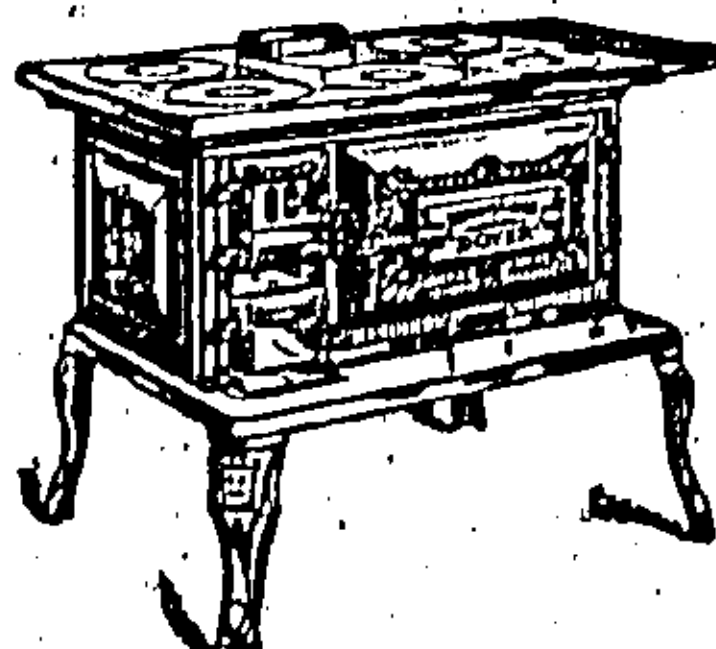
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THE WORLD OF SPORT



LIKELY WINNERS FOR TO-DAY.

TIPS FOR HAPPY VALLEY MEETING.

[By "Rambler."]

Despite the inclement weather I have no doubt that we shall see some keen and interesting racing at the Happy Valley this afternoon. The programme contains a number of promising events, chief among which is the Third Aggregate Stakes. I am of opinion that the weather will not make any difference to the result as my selection, Boxing Eve, which I am confident will win. Training times over all kinds of tracks have led me to believe that he can do equally as well on a wet course as he can on a dry course. One Third is naturally a danger, as he is also a good pony, but the best I can for him is to allocate him to second place. I reserve third place for San Diego. The race should be very fast considering the going, and I am inclined to the belief that Boxing Eve will still have a bit up his sleeve at the finish.

The first race looks a good thing for Tartar. Although he has been trained in the dark, he is sure to be fit and well and if ridden by Dr. Reidy is certain to score. Fanning Stag will be a brier for second place, with King Constantine filling third place.

The second race is a certainty for Sunning. This pony is a muddark and a good strider. He should cover the sloppy track in fine style. Kom Tong Hall and Bankra should secure the places.

The certainty for the third race is Blackstone Hall, while Fifty-Fifty should come in second, if started, and Caesar should collect third money.

Our little favourite, Mowgli, looks a certainty for the fifth race. This pony has always shown the most consistent form in its owner's stables. Chatto, if in form, should account for second place, with third place to be contested for between Zin and Skipper.

I hear that Mr. Beith is sending a couple of ponies out in the sixth event and the pony ridden by himself should win. That ridden by Mr. Fiddes Wilson should be second and Mr. Beith's other candidate should secure the remaining place.

The Haugh should finish first in the seventh race, with Wine Boy second and My Toy third.

Full Moon, which is looking well and will be ridden by Mr. Wong, should score in the eighth event, although he will have a good tussle with Tangle if he runs. Man Of War and As You Like should fight for third place.

In the ninth race, New Year's Eve will make our friend Peck step on it over the mile and a quarter. I should have preferred the former in the "A" class sprint. Still, if the mud does not interfere with him, he will win all right. Peck should come in a close second with Fifty Fifty running with Chemo for the third position.

The Selections.

My selections are:

Race 1.

1. Tartar.
2. Fanning Stag.
3. King Constantine.

Race 2.

1. Sunning.
2. Kom Tong Hall.
3. Bankra.

Race 3.

1. Blackstone Hall.
2. Fifty Fifty.
3. Caesar.

Race 4.

1. Boxing Eve.
2. One Third.
3. San Diego.

Race 5.

1. Mowgli.
2. Chatto.
3. Skipper.

Race 6.

1. Mr. Beith's mount.
2. Mr. Fiddes Wilson's mount.
3. Mr. Beith's mount.

Race 7.

1. The Haugh.
2. Wine Boy.
3. My Toy.

Race 8.

1. Full Moon.
2. Tangle.
3. As You Like It.

Race 9.

1. New Year's Eve.
2. Peck.
3. Fifty Fifty.

MIDDLESEX & KENT VICTORIES.

(Continued from Page 1.)

Staples took 7 wickets for 44 in Cambridge's first innings. Notts did little better at their first attempt, chiefly because of some fine bowling by the new Cambridge bowler, E. D. Blundell, whose 6 wickets were obtained at a cost of 51 runs.

Staples was again successful when Cambridge went in 22 runs in arrears. He took 5 wickets for 37.

HARDINGE'S BEST.

Superb Display Against Gloucester.

Hardinge, always a prolific run-getter when once set, compiled one of the highest scores of his career against Gloucestershire at Gloucester. Vigorously attacking the bowling from the outset, he scored 283 (not out) in a total of 479, a feature of the innings being a splendid partnership with Woolley. Gloucester had failed in the first innings, and seldom looked likely to recover, Kent winning by an innings and 66 runs. The scores were:

Gloucester: 174 and 239.
Kent: 479 (for 6 wickets decd.).

Replying to Gloucester's effort, Kent made light of the attack. Hardinge claimed the giant's share of the runs, but he was splendidly supported by Woolley, who made 107 before his dismissal.

YORKSHIRE SETBACK.

Little Northants Initials Surprise.

Yorkshire received a shock and a set-back at Northampton, when, faced with a total of 164, they failed badly and fell short by 15 runs.

Northants gained five points for a lead on the first innings, the scores being:

Northants: 164 and 50 (for 3 wickets).
Yorkshire: 149.

The veteran Rhodes found the pitch much to his liking, as he generally has at Northampton, and took 5 wickets for 37 runs. Yorkshire appeared to be in a comfortable position but they reckoned without their hosts. Thomas had a day of brilliant success, maintaining excellent length and dismissing 5 Yorkshire batsmen for 41 runs.

DARING DECLARATION.

Surrey-Sussex Duel Washed Out. Sussex made an exceedingly sporting, if dangerous declaration in their first innings at the Oval, but Surrey held their end up with out passing the total. The match does not count in the championship as less than six hours of play was possible. The scores were:

Sussex: 139 (for 4 wickets decd.).
Surrey: 82 for 2 wickets.

OXFORD FORTUNATE.

Forced To Follow On At Oxford. Oxford University was in serious danger of an innings defeat against Derbyshire. The visitors compiled 294 and dismissed the University for 149, forcing the follow-on. Bad weather prevented definite termination of the match. The scores were:

Derbyshire: 294.
Oxford U.: 149 and 123 (for 4 wickets).

Lee took five Oxford wickets for 42 runs in their first innings.—*Reuter.*

LOCAL TENNIS.

L.R.C. "CLUB" DAY NEXT MONTH.

Saturday, June 16, will be a "Club" day at the Ladies Recreation Club, when the American Mixed Doubles (Handicap) tournament, for prizes kindly presented by Mrs. R. Hancock, will be held. Entries in the mixed pairs have to be made before June 18 to Mrs. J. R. Craig, the Hon. Secretary. Play will commence at 8 o'clock. An exhibition match (men's doubles) will also be played.

The Viva-tonal
Columbia

NOTORIOUS "RED" SENTENCED.

(Continued from Page 9.)

Cheong Si-mel (Cheung Hong-seng alias Wong Tack-chai), who was subsequently sentenced to three years imprisonment by the Dutch Government. Afterwards he was banished to the Papua Island of Singaradja, a bordering state of the Dutch East Indies, because he was fond of giving lectures in gaul in the Malay language. Fortunately on the birthday of the Queen of Holland in 1923, he was released, and banished to Singapore.

Brains of Movement. Wong Tack-chai was undoubtedly the brains of the local movement, and his arrest, followed by a continuance of C.I.D. raids, has completely defeated the latest and most extensive Communist offensive in Malaya.

The Singapore police authorities deserve the warmest congratulations for the manner in which they have dealt with this menace to society. The movement has been temporarily arrested, but vigilance will always be necessary.

The Kuala Lumpur Outrage. The following extract from the *Evangelist de la Popular* is of interest, as showing that the bombing of the Chinese Protectorate at Kuala Lumpur was originally intended to be an attempt on the life of the High Commissioner himself:

"After holding a general meeting in the Malay Peninsula several men were arrested by the British Government. All the anarchists were bitterly grieved and devised a scheme for revenge. It was to bomb the Governor of Singapore. They decided to carry out the scheme on January 3, 1925, when the Governor of Singapore, went on a tour of the a.s. and F.M.S. Comrade Miss Wong So-ying undertook to throw the bomb and comrade Yat Mun to shoot with the pistol. The two comrades tried to meet the Governor but in vain. They then changed their plan and went to Kuala Lumpur to bomb the Secretary for Chinese Affairs, F.M.S."

YACHT LARCENY.

LOLA "BOY" ACQUITTED OF CHARGE.

Mr. W. Schofield at the Kowloon Magistrate's yesterday acquitted the Chinese yacht "boy" who was charged on remand with stealing \$23 from 2nd. Lieut. J. A. Burns, Scots Guards, whilst the complainant and two other officers were bathing off Lamna Island on Sunday, May 13.

Mr. J. M. Remedios appeared for the defendant and said that since the last hearing when he had applied for an adjournment to call evidence of character, he discovered that the defendant was only recently employed by Capt. Payton Reid, the owner of the Yacht Lola. Capt. Reid could not, therefore, say much for the accused except that during the time that he

INTERPORT TENNIS.

DATES OF MATCHES WITH HONGKONG TEAMS.

The Honorary Secretary of the Shanghai Lawn Tennis Association announces that the following definite arrangements have been made in connexion with the forthcoming interport tennis series at Shanghai towards the end of this month:

Saturday, May 26:—Hongkong Ladies v Shanghai Ladies—one singles match and one doubles match. Hongkong Men v Shanghai Men—one mixed doubles match.

Sunday, May 27:—Hongkong Ladies v Shanghai Ladies, one singles match. Hongkong Men v Shanghai Men, one doubles match.

Monday, May 28:—Hongkong Ladies v Shanghai Ladies, one doubles match. Hongkong Men v Shanghai Men, one singles match.

Tuesday, May 29:—Hongkong Men v Shanghai Men, one doubles match and one singles match.

Wednesday, May 30:—Hongkong Ladies v Shanghai Ladies, one singles match. Hongkong Men v Shanghai Men, one singles match.

All matches will be played on the Majestic Hotel Courts.

It is probable that both the Hongkong ladies' team and the Hongkong men's team will arrange matches against the various local clubs as soon as the interport series is decided.

HOW MUCH DO YOU KNOW?

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

- 1 What does the Church commemorate on Maundy Thursday?
- 2 Who is the Duke of Cornwall?
- 3 On what river are the following towns: Bath, Peterborough, Liverpool, Gloucester?
- 4 What is the ludi?
- 5 Name in chronological order the four best-known tragedies of Christopher Marlowe.
- 6 What was the distinguishing feature of the last of these tragedies?
- 7 What is the Kaiser's Hind Medal?
- 8 Where is the Sea of Marmara? Who controls it, and by what treaty?
- 9 Who wrote the following: *Cranford*; *The Seven Pillars of Wisdom*; *Eudymion*; *Redgauntlet*?
- 10 What, in mythology, was Letha?
- 11 State the rules to be observed in writing a rondeau.
- 12 How many degrees are there in a right angle?

was employed on the Lola he bore a good character.

Continuing, Mr. Remedios said that he had been through the evidence and would submit that there was no evidence against the defendant. Mr. Remedios also commented upon the fact that the money, the subject of the charge, had not been produced.

Acting Sub-Inspector Maier replied that Lieut. Burns had his purse and money in his pocket for production if required. He had not been asked to produce it.

His Worship remarked that it was a singular omission and discharged the defendant.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Hongkong Bank, \$1287½ n.
Chartered Bank, \$214 b.
Mercantile A. & B., \$33½ n.
P. and O., \$94 n.
East Asiatic, \$75 n.

Insurance.
Canton Ins., \$620 s.
Union Ins., \$3224 X. Div.

North China Ins., Tls. 140 n.
Yangtze Ins., \$50 b.
China Underwriters, \$24 b.

China Firms, \$204 b. X. Div.
H. K. Fire Ins., \$750 n.

Shipping.
Douglas, \$33½ s.
H. K. Steamships, \$28½ s.

H. K. Tugs, \$24 s.
Indo-China, (Dof.) \$65 n.

Shell Trans., \$4/- n.
Union Waterboats, \$20½ b.

Mining.
Benguets, \$12 n.
Kailans, 60/- b.

Lampkats, Tls. \$12.20 b.
Shai Exploration, Tls. 2.80 b.

Raubs, \$4 n.
Tronoh, 17/6 n.

Docks, etc.
Kowloon Wharves, \$130½ n.

Whampoa Docks, \$401 n.
China Providents, \$5.10 s.

Hongkongs, Tls. 160 b.
New Engineering, Tls. 5 b.

Shanghai Docks, Tls. 110 n.
Cottons.

Ewo Cottons, Tls. 8.75 b.
Orientals, Tls. 2.20 s.

Shai Cottons, Tls. 51½ (old) s.
Lands, Hotels, etc.

H. and S. Hotels, \$9.15 b.
H. K. Lands, \$64½ s.

Shai Lands, Tls. 144 b.
Humphreys, \$147 n.

Realities, \$8.25 b.
Territorial, \$1 n.

Public Utilities.
Tramways, \$24 s.

Peak Trams, (old) \$131 b.
Star Trams, \$64½ s.

China Lights, (Old) \$11 s.
H'kong Electric, \$69½ s.

Macao Electric, \$26½ s.
Telephones, \$5.25 b.

China Buses, Tls. 9 b.
Singapore Tractors, 9/6 b.

Industrials.
China Sugars, \$2.90 b.

Malabons, \$24½ s.
Canton Iron, \$4 n.

Cements (Comb.), \$9 s.
Ropes (Old) \$7.10 n.

United Asbestos \$10 n.
Stores &c.

Dairy Farms, \$21½ s.
Watsons, \$14.10 n.

Der A. Wing, 50 n.
Lane Crawfords, \$3.75 n.

Mackintosh, \$20 n.
Sinceros, \$9½ n.

Wm. Powells, \$3 n.
Miscellaneous.

Amusements, \$29 s.
Constructions, \$1½ n.

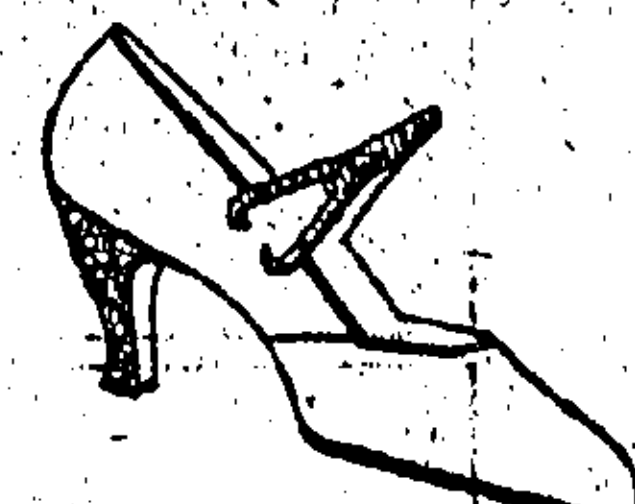
Bique Ind. G. Bonds, 62% b.
H. K. G. Loan, 5%

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For SUMMER SHOES.

THE NEWEST SCARVES.

HANDKERCHIEFS SEWN INTO
PATCHWORK.

Scarves made from many tiny handkerchiefs sewn together in patch-work fashion, are the latest thing to wear.

One of these scarves usually combines as many colours as the proverbial coat, since each tiny handkerchief is of a different shade. The effect is very gay and modern and very popular with the colour-loving girl of to-day.

Each of the miniature silk hankies is picoté round its edges like a real full-grown silk handkerchief, each joined to the picot edging being joined to a similar point on the next handkerchief, so as to give an open-work effect.

Sometimes, instead of the arrangement of the colours being an entirely haphazard and patch-work affair, some sort of a pattern or planned design is introduced. For instance, at a recent mannequin parade, a scarf of this variety was worn with a black dress. The scarf was composed entirely of black and white square crepe de chine hankies which were arranged in a checkwork pattern.



A charming warm weather frock of flowered nylon, ideal for a full figure.

A DULL BUSINESS.

PEOPLE WHO NEVER LISTEN.

Most women, I think, must be rather tired of being lectured about the wisdom of becoming good listeners, because listening is often such a dull business.

Not only that, but it is a dangerous thing to become known as a good listener, because people with lengthy and uninteresting reminiscences stored up, waiting to be poured into a sympathetic ear, are fatally apt to find you out, and begin unloading before you have time to make an excuse for getting away.

Far more important is it for your own happiness and welfare here that you should be able to "spot" the good listeners yourself, so that you may not be tempted to court annoyance by allowing yourself to become expansive among people who either will not or cannot listen.

For there are numbers of people who never appear really to listen to what is being said to them.

And it is a most disconcerting experience, when you have worked yourself up to a high pitch of enthusiasm about some subject, on which you have been holding forth, to hear your hostess asking her spouse, after the necessary apologies for interruption, whether he thinks it possible that Fido can

LONDON GOSSIP.

FAY COMPTON'S RETURN.

[By Joan.]

April 9.
To-night is a bright night theatrically for many people, because it brings Fay Compton back to the Westend. She is playing lead in Walter Hackett's new comedy, "Other Men's Wives," which he is producing this evening at St. Martin's Theatre.

Lately Miss Compton has been doing so many other things, including a considerable amount of film work and making some delightful "kiddie" records for the gramophone, that she does not seem to have had any time for the stage.

Femme de Chambre.

She has, I hear, a striking part in the new play. It is that of a femme de chambre, and should give Miss Compton the additional opportunity of looking, as well as being, most attractive.

"Other Men's Wives" is a short cast piece, and has only one other woman's part in it.

Melba's New Home?

The eternally vivacious Melba is about to purchase a villa in Honolulu, a New Zealand correspondent tells me.

The prima donna recently passed through Auckland, on her way to Australia from Honolulu, where she has been holiday-making, and she could not find words sufficiently glowing for the charms of Honolulu.

No Reception.

The modern society wedding follows no set rule. Some are great crushes, amazing for the elaboration and costliness of arrangement, with "advance rehearsals" to ensure that no fragment of the pageantry shall go astray.

On the other hand, a large number of equally important weddings are distinguished by their simplicity and complete lack of ornateness. The society bride of the moment can please herself entirely when arranging the details of her wedding, and if she sends out no invitations and has no reception she will be following a fashion very prevalent at present.

The Flirting Handkerchief.

A new fashion—an evening handkerchief—is beginning to appear in the night clubs restaurants.

This is a large and handsome square of silk, which the owner flourishes in her hand, and its ostensible purpose is to protect her partner from the smears of wet-white with which her arms are treated. These handkerchiefs are bordered often with gold or silver lace, and they have a picturesque use when smartly flaunted.



An attractive jumper in pinky-beige, the fashionable new colour.

be shut up in the pantry, or some other question which shows that her attention has been wandering far afield.

There are not only hostesses, but whole families, who never seem to listen properly, even to guests.

And in the interests of sanity and self-preservation they should be known and labelled, for it is a terrible experience to be plunged into the midst of one, unless you have an inexhaustible store of one sentence remarks, which can pass as being fairly intelligent. H.M. in Exchange.

BOUFFANT VERSUS SLINKY SILHOUETTE.

SUMMER GOWN, WHATEVER THEIR DESIGN PROMISE FEMININE GRACE.



A bouffant gown for every type: left, a demure frock of jade green moiré with Queen Ann collar; centre, a youthful and frivolous pink organdie with gold thread lace and bertha collar; right, a sophisticated black net with gold applique.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Apr. 12.

Madeleine has been sketching for us this week an extremely useful and becoming frock for warm weather wear. It is in flowered nylon or georgette and the skirt is, as you will see, full and graceful; while height and slenderness are accentuated by the pointed yoke on the skirt. A slight gathering on the shoulders gives a softness to the bodice and mitigates any tendency towards a too-full figure. For the making of this delectable garment you require six yards of thirty-six inch material. Now that the people who are casting for the next Drury Lane play—"The Show Boat"—are experiencing difficulty in finding girls sufficiently well covered to rank as "Show Ladies" (reminiscent of the old-time "Gibson" girl, you remember?) it is possible that there will be a reaction in favour of a little more flesh on one's bones; for fashions nearly always start with the stage, whatever people may think about the power of the Parisian dress designer. It is true that Sir Alfred Butt only wanted twelve "Show Ladies," but the very fact that a dozen women who are not what Michael Arlen calls "hipless and bustless" can find favour in a theatrical manager's sight is enough to give a filip to flesh!

Vanity Street.

Then our smaller picture is of a most attractive jumper almost bordering on "stuffy." This would be ideal for giving a gracious line to someone who might be unfortunate enough to approximate to a one-ally scragginess? As you will see, the cascade in front, terminating in a centre bow, is just the kind of thing for the purpose. The model was in a pale pinky-beige silk—a somewhat elusive colour, very fashionable at the moment and most becoming, but of course you would adapt your colour accordingly. The modern tendency is to have skirts matching the tops, thereby rendering a jumper and skirt equal to a dress, and I must say that for my own part I think the idea is a great improvement on the contrasting arrangement which, nine times out of ten, had the effect of cutting the wearer in half—speaking figuratively and very few women, except the lady em-

played by the St. George's Hall illusionists, can emerge from this process triumphantly.

Is That So?

We do not see enough of Mr. Dennis Eadie—whose picture our artist has sketched for you herewith—and somehow these days he doesn't get such good plays for himself as during the period of his co-management with Mr. Vedrenne at the Royal Theatre. All ardent playgoers remember plays like "Mistakes," "My Lady's Dress," "The Man Who Stayed At Home," and "Billeted," in which Mr. Eadie appeared with distinction; and among the more recent ones there was "At Mrs. Beam's." After that—although he has been in several—nothing "leaps to the mind," and



next General Election they are planning to give all three political parties equal facilities for putting their respective cases before the electors—not forgetting, but with a very wide-open eye to the extra five million! Last Election I understand Mr. Baldwin, Mr. MacDonald and Lord Oxford each had one speech broadcast, and in this connexion the Premier achieved, by far the best results, because, with his usual forethought, he elected to go to the broadcasting studio and give a special oration, whereas Mr. MacDonald merely had a microphone in front of him at a rather tempestuous meeting and a little too much of the controversial element "got over," and Lord Oxford was unfortunately enough to be almost inaudible from his "meeting." However, things have moved at the B.C. since then, and we shall probably sustain some very concentrated attacks; while the man—or woman—who wishes to abstain from politics will not only have to shut themselves up at home, but switch off the wireless also!

The Street of Adventure.

I think Miss Adelaide Eden-Phillips, entirely on her own merits, and not by virtue of being the daughter of a famous writer, has got to the point where we feel that any of her books are worth reading. There is a force and clarity about her which is a refreshing change after some of the ambiguity and obscurity, heart-searching, soul-analysis, we are asked to accept, as entertaining fiction. The only justification for a novel or a play is that one has a story to tell, an idea to impart, or a message to give. To expect the general public to be interested in the vague workings of one's mind and unravel things for themselves is an impertinence. I have, however, digressed from Miss Phillips' book, "A Marriage" (Thornton Butterworth), which suffers from none of the drawbacks and irritations I have mentioned. It is a story, told with great restraint by the wife of a great dramatist, and by its very simplicity gets big effects. Certainly a book for the library list.

Talking of the "air"—otherwise the wireless—I am told that at the

Ready-Mades.

Women buy ready-made dresses in order to save time rather than because they believe the ready-mades have more style, or because they especially care how they look. This rather interesting fact has been dis-

covered by the federal Bureau of Home Economics. Seventy-two per cent. of women who answered a questionnaire as to why they bought ready-made clothes said it was because "it saved time."

Just one more proof that modern woman is more inter-

ested in things other than her clothes; that clothes, in fact, are simply getting in the class of one more nuisance of life. This viewpoint is a necessity in a day when thousands of women do their shopping on "lunch hours" just as men have done for years.

GRACEFUL GOWNS.

WHOLELY FEMININE AND LOVELY.

There is a rift among styles just now for wear after the electric lights gleam. The two rivals are the clinging, slinky gowns of moulded silhouette and uneven, trailing hemlines and the crisp, bouffant gown of studied asymmetry.

The former usually applies chiffon, lace or some other soft supple medium. The latter uses rippling tulle, vigorous taffeta, lively marquisette, fresh organdie, or lace or tulle over a foundation that holds them out briskly.

They Lend Dignity.

Intelligent styling gives the new bouffant gowns dignity as well as that appealing youthful air they inevitably exude.

The choice of materials somewhat decides just what type of bouffant a summer gown should be. But necklines, bodice structure and hip-flares are the points that the skilled hand concentrates on to give individual character to a bouffant gown.

Different materials and different colours are used when two bouffant gowns are selected for two such varied types as a woman of middle years and a debutante.

Quaint and most demure is a period bouffant gown of sleek jade-green moiré that adapts the Queen Ann collar and the medieval basque to modern times. Bands of deep bluish green trim the very full skirt and edge the Queen Ann collar that is held off the shoulders by narrow straps of the lighter green.

In this gown the basque is cut in a novel line and that line emphasized by a minute piping of the darker green. The fullness of the skirts shirs in tiers, following this line and concentrates on either side of the front and back, giving a swinging movement when the lady walks.

The spirit of balmy summer evenings is present in the dainty pink organdie and gold-thread lace. Here is a frock as sweet and fresh as the young girl who should wear it. The cape influence is noted in the bertha collar that takes a one-sided closing and the feminine note of the year suggests the soft pink net which edges this as well as the unvoiced skirt.

Colour for Summer.

The gold lace threading the skirt adds a richness to the crisp organdie. And a smart bow and cascade of turquoise blue satin ribbon strikes a most summery colour note for decoration.

In contradiction to the striking youthfulness and "sweet sixteen" freshness of this organdie frock is the sophisticated black net over taffeta gown—the modish attire of the modish woman in her middle years.

The bouffant skirt concentrates its fullness on side panels which stand out in most charming manner. The lightness of the net is balanced to dignity by the crisp black taffeta under it. Sumptuous and richly colourful is the border of gold in an apple design which ornaments the bodice and skirt of this gown.

Final Touch.

To give a last sophisticated touch, the neckline is the elusive kind that uses the strap shoulder under net.

Whether Mildred wishes demure, dainty or sophisticated gowns for evening, the bouffant, if properly studied and executed, offers quite the eminently correct answer to her problem.



Oldly modern is this Moroccan floor cushion with a design in blue, red and yellow leather which is so antique that it looks ultra-modern.

THIS WEEK'S RECIPE.

FRUIT & CREAM SANDWICH.

A fruit and cream sandwich makes a delightful variation on the more usual jam sponge sandwich. The sponge sandwich is made in the ordinary manner, except that the mixture is cooked in one deep tin instead of two shallow ones. The jam, fruit and cream are not added to the sponge until it is cold.

Required 3 eggs, 3 tablespoonsful sugar, half teaspoonful baking powder, 2oz. flour, some tinned peaches or pears, icing sugar, 1 gill cream, apricot jam.

Separate the whites of the eggs from the yolks. Whisk the whites till stiff. Beat the yolks and add to the whites. Mix in the sugar, beating vigorously, till no trace of grit can be felt when tested with finger and thumb. Add the baking powder to the sieved flour. Stir quickly into the mixture, but do not beat. Cook in a moderate oven for about 12 minutes. Set aside to get cold.

When cold, split the sponge in half and spread the lower half with apricot jam. Cut the fruit into sizeable pieces after having drained it on a hair sieve. Arrange the fruit to cover the jam, then sprinkle with icing sugar. Whisk the cream and spread on the fruit. Cover with the top half of the sponge, lightly pressed into position and sprinkle top with sugar. This serves as a luncheon sweet as well as for afternoon tea.



From pale to deep green—a youthful evening frock of sombre tiers with dipping sides and a modest décolletage.

NEW FASHIONS.

SOME INTERESTING POINTS.

A sleeveless cardigan made of crepe in two shades of greenish blue was worn over a simple white frock with touches of blue on the sleeves; a white hat completed the scheme.

Gold-embroidered white braid trimmed a navy coat-frock with a cross-over effect finishing with a plaiting row of white buttons.

Orange, red, green and brown check, in big squares, patterned a scarf and a skirt worn with a jumper of plain beige.

A yellow silk and wool cape, yellow scarf and waistcoat, and a yellow hat accompanied a white frock embroidered in yellow.

Light green georgette over black made a pretty frock worn with a black coat lined with lime green; the hat was of varnished black straw.

Pink and black lace on black georgette fashioned another frock worn with a wide-brimmed black crinoline hat trimmed with a large pink and black flower placed high above the crown in the centre front.

A navy crepe de Chine suit had a coat cut with one sleeve open showing the coral pink lining and giving a cape effect at one side. The accompanying jumper was of coral pink.

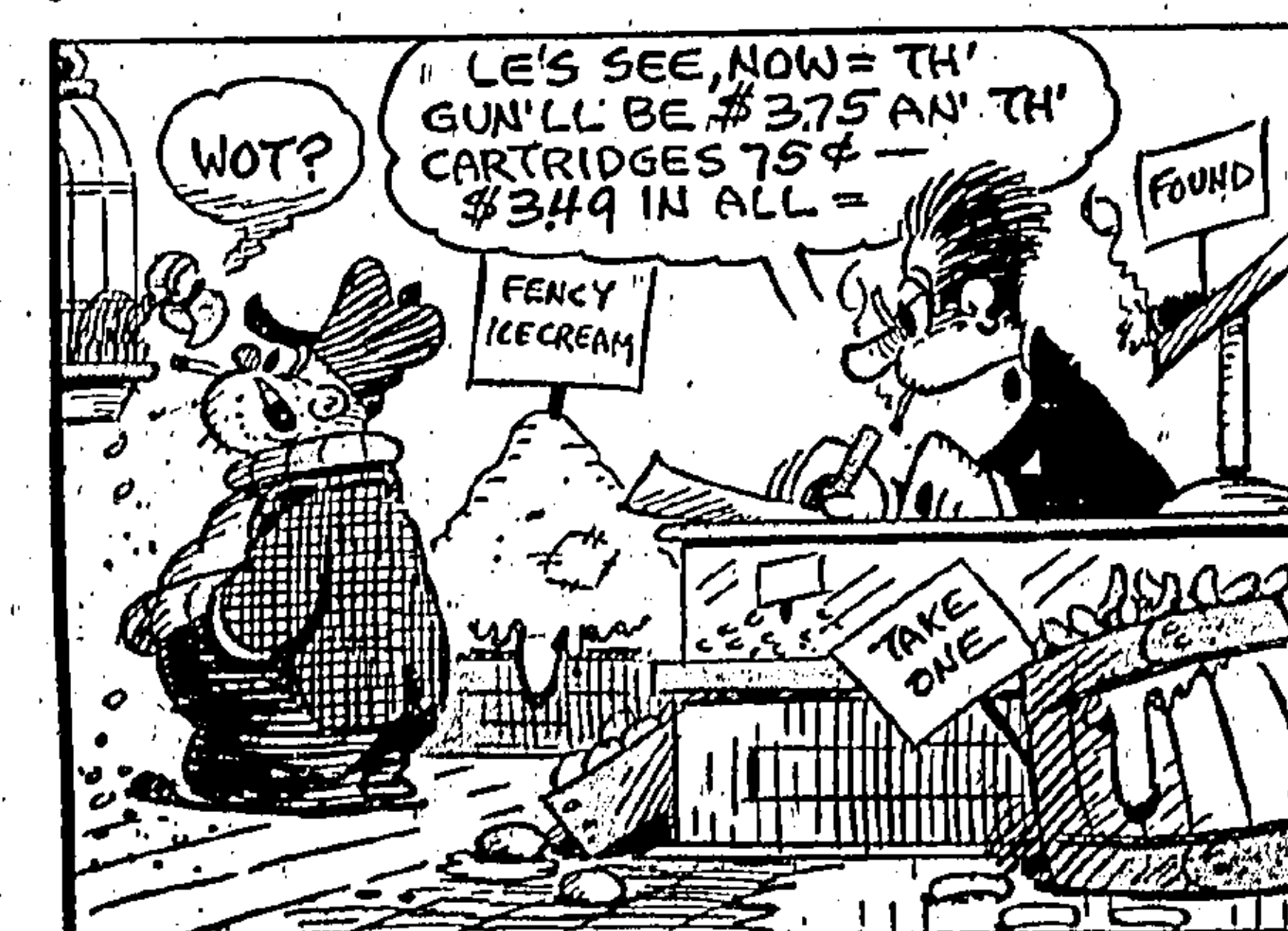
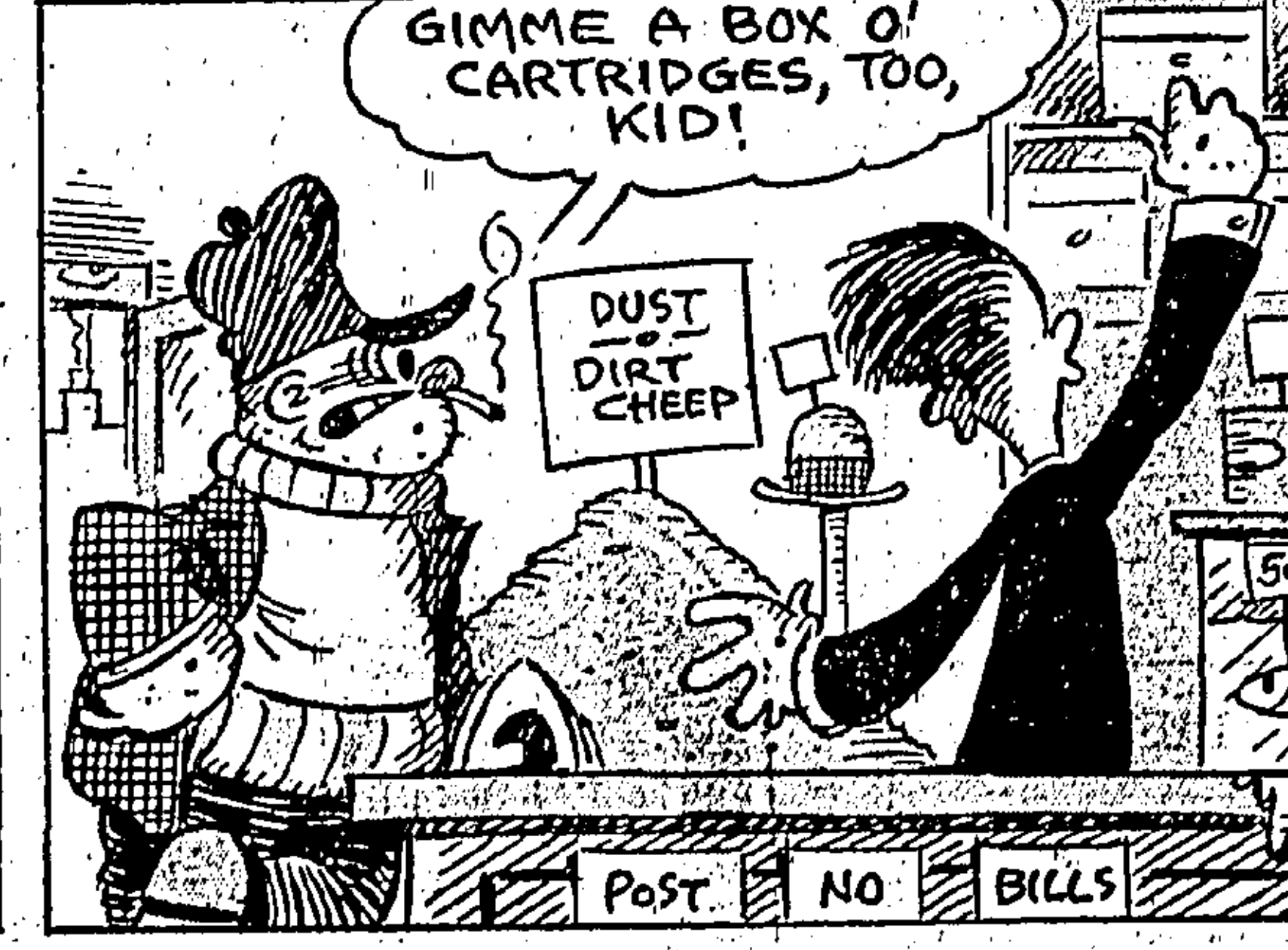
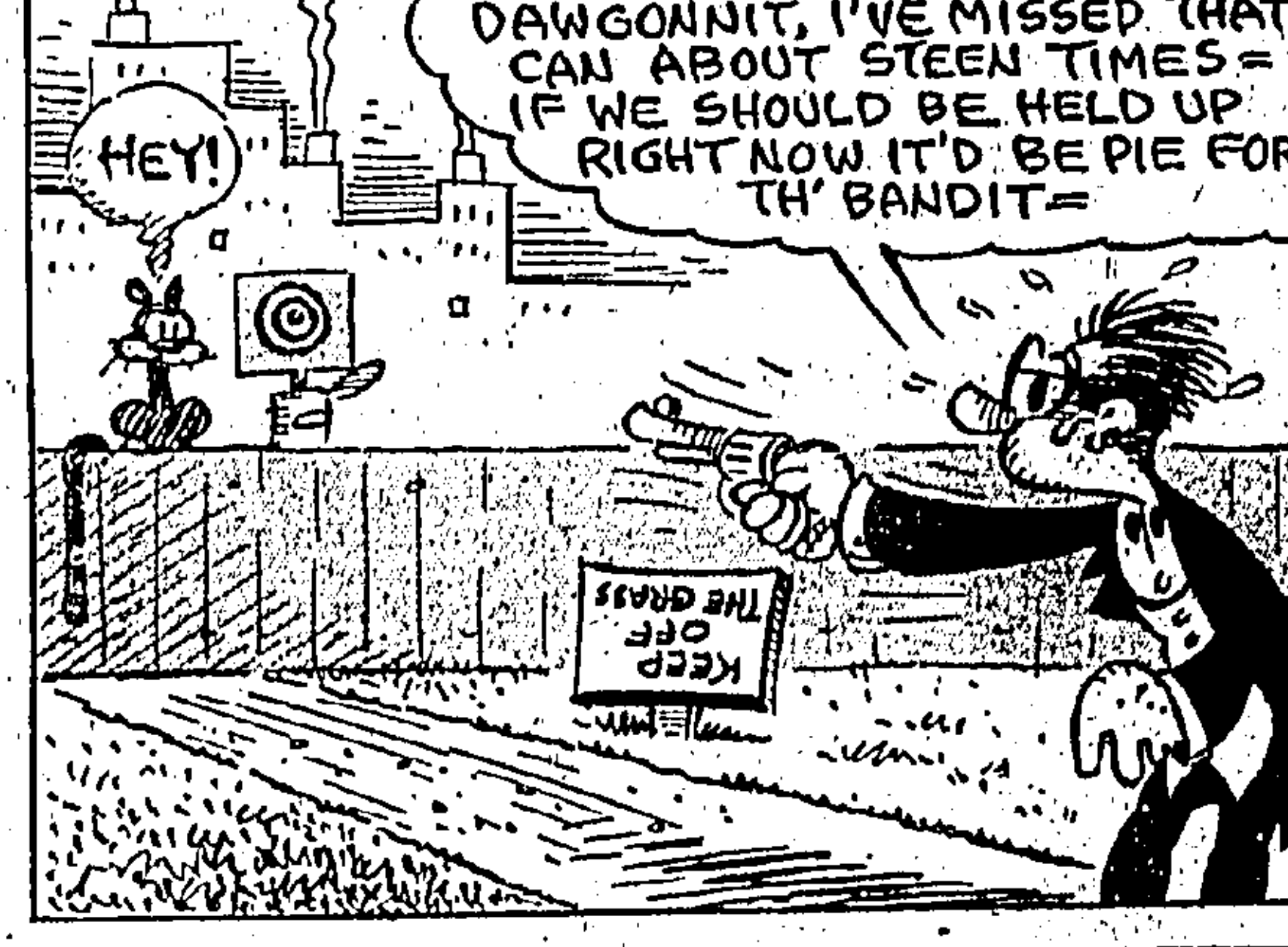
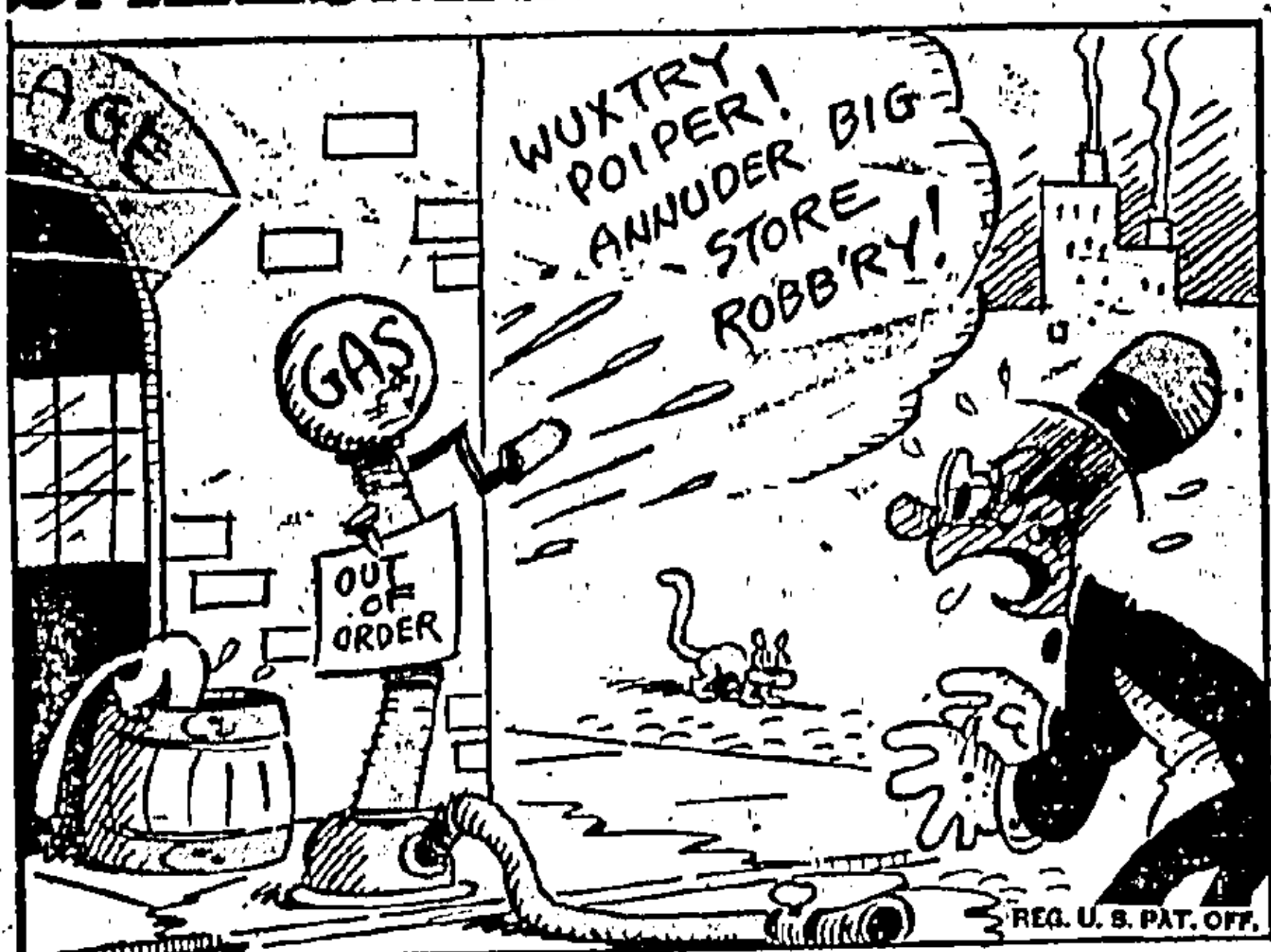
Red and blue flowers were introduced in the wide checks of a black and white border which adorned a white frock which was finished with a black patent belt.

J. DISRAELI (DIZZY) DUGAN



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TO CANTON	Kwongsang	Mon. 28th May at 9 p.m.
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TO SANDAKAN	Hinsang	Wed. 30th May at noon.
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TABLET UNVEILED.

SIKHS AND HINDUS WHO DIED IN SERVICE.

His Excellency the Officer Administering the Government (Hon. Mr. W. T. Southern), yesterday unveiled a tablet erected at the Indian Cemetery, Kowloon, in honour of the eight Sikh and Hindu soldiers who died in the service of the British Empire in the Colony during the Great War. The function took place in the presence of detachments from the 3/15 Punjab, the Hongkong and Singapore Brigades, the Mule Corps, the Indian Hospital at Kowloon and also from the Indian Section of the Hongkong Police Force.

His Excellency was accompanied by his A.D.C. (Capt. Whyte) arrived at the Cemetery at 4 p.m. and was received by the G.O.C. (Major-General C. Laard) and officers of the various units present.

After inspecting a guard of honour provided by the 3/15 Punjab, His Excellency unveiled the tablet. In doing so, he said:—

"We have assembled to-day to unveil a memorial of those Indian soldiers who died in Hongkong while on active service during the Great War. It is, of course, known that these soldiers did not lose their lives by direct enemy action on the field of battle, but inasmuch as service to the Empire required some to fight in the trenches, some to remain at the base, and some to guard the outposts of our distant possessions, the British Government decided that there should be no differentiation in the honour paid to the memory of those soldiers who lost their lives in loyal service to the Empire in her hour of need. I need not remind you of the wonderful response of the Indian Empire to the nation's call for help. From the highest to the lowest in the land our Indian brothers-in-arms flocked to the support of the British cause, and some in the course of duty were posted to Hongkong. Here eight Indian soldiers died, and to their memory this tablet, which I have the honour to unveil, has been erected at the joint expense of the Imperial War Graves Commission and the Hongkong Memorial Fund. May it ever be a reminder of India's honourable participation in the War, and to all those races which enjoy the Pax Britannica an inspiration to loyal service to the Empire."

Buglers from the 3/15 Punjab sounded the Last Post, this being followed by a minute's silence during which the military present stood to attention. The sounding of the reveille concluded the proceedings.

JAPAN'S CABINET.

RESIGNATION OF THE MINISTER OF EDUCATION.

Tokyo, May 25. Mr. Rentaro Mizuno, the Minister of Education, has resigned. Later, Mr. Kazuo Shoda, former Finance Minister, has been chosen to succeed Mr. Mizuno as Minister of Education.—*Reuter*.

New York, May 25. Mr. Thomas A. Edison has been awarded the gold medal for science, of the Society of Arts and Sciences.—*Reuter's American Service*.

FARMER'S FATE.

MURDERED NEAR RAILWAY TUNNEL.

The dead body of a Chinese farmer named Mo Cheung, 48 years of age, who resided at an unnumbered matshed at Ha Wo Tse, Shatin District, was yesterday found near No. 8 railway tunnel, near Tai Po Kau. He had evidently been set upon and murdered as there were stab wounds on the head and body. The remains were removed to the Kowloon Mortuary.

The time of the murder is not yet known but at about eight o'clock yesterday morning a stranger, who was walking from the Tai Po District, accosted another farmer at a shop in Tai Po Road and informed him that he had better go and rescue a man who had been attacked and was lying in the tunnel.

The informant, who was a stranger to the district, then walked away and has not been seen since. He was dressed all in black with a black felt hat and spoke the Hakka dialect.

The body of the man was found lying inside the tunnel and some distance away there were marks of a struggle. Nearly was found a closed pocket knife, a bamboo pole and part of a torn jacket, all properly belonging to the man. In addition the police found a pair of scissors and also some blood-stained paper. Although four one dollar notes were found on the body it is believed that some property was stolen.

PASSENGERS.

ARRIVED.

Per P. and O. s.s. Malwa from Shanghai.—Mr. R. W. Dickens, Mr. and Mrs. V. Lemberger, Capt. F. Danby-Hunter, Mr. B. Mosley, Mr. G. M. MacDonald, Mrs. O. A. H. and Mrs. W. Coates, Mr. H. W. Lilley, Mrs. J. G. Vassani, Mr. H. Moon, Mr. A. D. Watton, Mr. S. Topanara, Mr. and Mrs. Cantrill, Mr. and Mrs. Jones, Mrs. M. E. Lord, Master A. Lord, Master L. R. Lord, Master W. W. Lord, Mr. J. W. Lord, Miss Ward, Mr. and Mrs. P. A. Morison, Mr. H. Gild, Mr. A. Hosie, Capt. T. Meyrick, Mr. H. Spicer, Miss Kane, Mr. M. L. Haidari, Mrs. R. Brandt, Master F. Brandt, Mr. and Mrs. A. Fell, Mr. H. J. Hunt, Mrs. Pho Poo Yang, Mr. L. Craig, Mr. Subramaniam, Mr. Seihnam, Mr. Keshwanand, Peon Abdul Majid, Mr. Farmer, Mr. O'Neill, Mr. M. Scharif, Mr. L. H. Thorn, Mr. L. Grokoff, Mr. C. Bunch, Mr. C. Turner, Mrs. J. Hobbie, Miss Brydie Stoddart, Eng. Comdr. R. Grigg, Mr. N. Walker, Mr. H. A. D. Alcott, Mr. J. Campbell, Mr. H. J. Kwens, Mr. W. H. Joy, Mr. H. B. Palmer, Mr. N. A. Smith, Mr. H. G. Traynor, F/Sgt. H. Wendon, Mr. A. C. Thomas, L/Cpl. Stacey, Pte. H. Stokes, Pte. Hall, Mrs. W. J. Reid, F/Lt. J. McDonald, Mr. P. R. Parkes, Mr. J. Valles, Mr. A. B. Lester, Mr. H. E. Jones, Mr. R. S. Pratt, Mr. and Mrs. E. Harrison and infant, Mr. and Mrs. E. A. Lake, Mr. O. B. Perkins, Mr. and Mrs. W. Esser.

Japan's Reply.

Tokyo, May 25. The Cabinet has approved a reply to America's anti-war proposals which, it is understood, it accepts in principle, but suggests a few minor modifications.—*Reuter*.

CONSIGNEES' NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship, "SI-KIANG" Bringing Cargo from DUNKIRK, ROTTERDAM, ANTWERP, LONDON, &c.

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before Saturday, the 26th May, 1928, or they will not be recognized. Damaged packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday, the 26th May, 1928. No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 19th May, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "GENERAL METZINGER"

Bringing Cargo from MARSEILLES and also cargo from BORDEAUX, COGNAC &c. ex s.s. "FORMIGNY."

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Thursday, the 31st May, 1928, or they will not be recognized.

Damaged packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Saturday, the 26th May, 1928. No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 22nd May, 1928.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship, "BENVOORLIC"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, 1928, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th June, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 10 a.m., by Messrs. Goddard & Douglas.

No fire insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 25th May, 1928.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
ALIPPORE	5,273	31st May	Straits, Colombo & Bombay
JEYPORE	5,318	2nd June	Marseilles & London
DELTA	8,097	9th June	B'bay, M'les, L'don & A'werp
RANPURA	16,601	23rd June	Bombay, Marseilles & London
MIRZAPUR	6,715	26th June	Straits & Bombay
NOVARA	6,989	30th June	Marseilles, London, A'werp, Hull, Rotterdam & Hamburg
KHYBER	9,114	7th July	M'les, L'don, A'werp & Hull
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London
NANKIN	7,058	28th July	Marseilles, London, A'werp, Rotterdam & Hamburg

Cargo only.
Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	27 May, 2.30 p.m.	S'pore, Penang & Calcutta
TAKIWA	7,936	4th June	S'pore, Penang & Calcutta
SANTHA	7,754	11th June	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,656	1 June, 4 p.m.	Manila, Sandakan, Thurt
ST. ALBANS	4,500	29th June	Island, Townsville, N'pore
ARAFURA	6,000	3rd Aug.	Sydney and Melbourne

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, Tientsin, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports en route as indicated on the following:—
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The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TILAWA	10,006	31st May	Amoy, S'hai, Moji, Kobe & Osaka
NANKIN	7,058	5th June	S'hai, Moji, Kobe & Yok
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yok
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yok
TAKADA	8,948	9th June	Amoy, Moji, Kobe & Yok
TALAMBA	8,018	17th June	Amoy, Moji, Kobe & Osaka
RAWALPINDI	16,619	22nd June	S'hai, Tientsin, Wei-hai-wei Kobe & Yok

Cargo only.
All dates are approximate and subject to alteration without notice.
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STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
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TAIPING	10th July	17th July
CHANGTE	7th August	17th August
TAIPING	7th September	14th September

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Steamship	"PEMBROKESHIRE" (Via Oran)	13th July
Steamship	"GLENSHANE" (Via Oran)	10th Aug.
Motor Vessel	"GLENOGLE" (Via Oran)	7th Sept.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"PEMBROKESHIRE"	26th May
Steamship	"GLENIFFER"	9th June
Steamship	"GLENSHANE"	29th June
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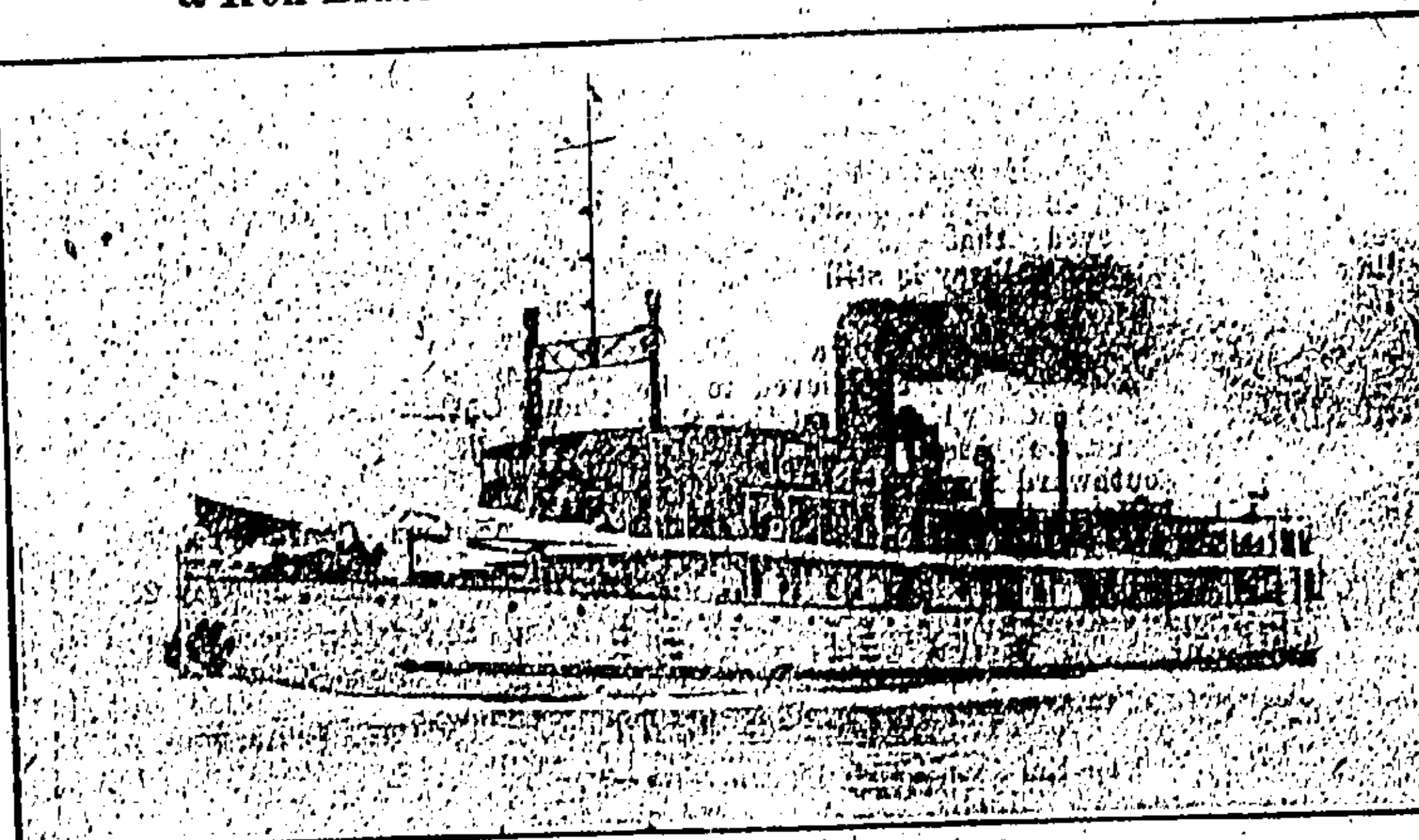
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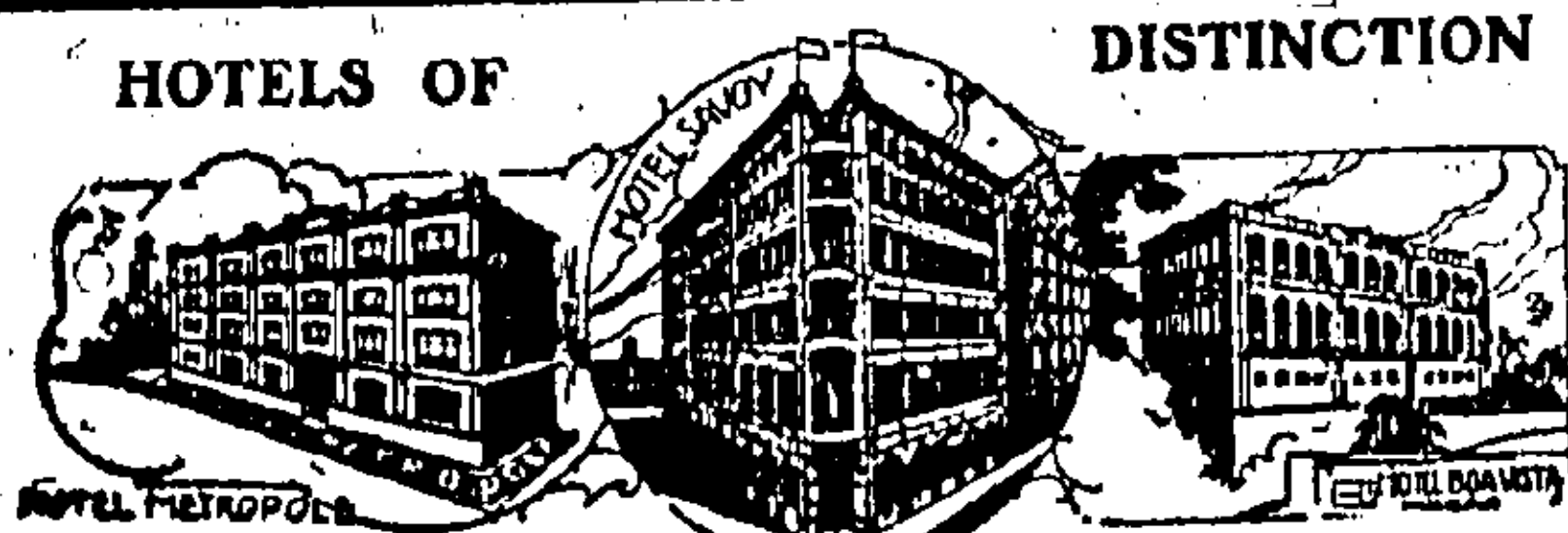
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GIRL GUIDES ON WAY TO CATHEDRAL.



Above some of the Girl Guides are seen on their way to the Empire Day service at
St. John's Cathedral on Thursday. (Photo: Ming Yuen).

SWATOW RAILWAY SMASH.

SECOND TO OCCUR WITHIN
A WEEK.

PASSENGERS INJURED.

Swatow, May 24.
The railway smash reported a
week ago has been followed by
another accident, not so fatal in
its consequences, but sufficient to
show that the administration of
the lines is distinctly unsatisfac-
tory.

When the evening train from
Chaochowfu yesterday approached
the Swatow station, the points
were not adjusted and the train
ran on to the goods siding, collid-
ing with three wagons standing
there.

Fortunately, the speed of the
train was reduced for entering the
station, and the coaches did not
leave the line. Passengers were
thrown about, and over ten of them
were injured, but there was no
serious casualty. The contents of
the goods wagons were scattered
over the line.

For some time it has been known
that the Administration has had
great trouble with the railway
Labour Unions, and this suggests
that discipline on the line is break-
ing down.—Our Own Correspondent.

PROHIBITED AREAS.

WHERE HAWKERS MAY NOT
CRY WARES.

The Gazette notices, that the
second Schedule to the regulations
relating to hawkers' licences
has been amended by the dele-
tion of condition 13 and the
substitution thereof of the following:

Hawkers are not permitted to
use or utter cries or make other
noises for the purposes of buying
or selling their wares or of at-
tracting attention to their trade
in the following roads, streets and
areas:

City of Victoria:—(a) In Bon-
ham, Caine and Upper Albert
Roads and the areas to the south
thereof; (b) within an area bound-
ed, on the north by the Harbour,
on the south by Bonham, Caine and
Upper Albert Roads, on the east
by a line commencing at the junc-
tion of Upper Albert Road and
Garden Road and running through
Garden Road, Queen's Road East,
and Arsenal Street to the Harbour
and on the west by a line com-
mencing in Caine Road running
through Old Bailey, Cochrane
Street, Lyndhurst Terrace, Wel-
lington Street, Wyndham Street
and Pedder Street to Blake Pier
and including the whole of the
roads and streets mentioned above;
(c) Kennedy Road, Macdonnell
Road and Bowen Road; (d) Wan-
chai Road from Burrows Street
to the junction with Tin Lok
Lane, Tin Lok Lane, Morrison Gap
Road and Leighton Hill Road.
In the Hill District:—The whole
of the Hill District.
Kowloon:—The area to the
south of—and including Austin
Road.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—

1. The institution of the Lord's Supper. 2.
The Prince of Wales. 3. Avo: Nemo: Nemo:
any: Nemo: 4. A species of African antelope,
standing about 4½ ft. high at the shoulder.
5. Tamurlane the Great: Dr. Faustus: The
Jew of Malta: Edward III. 6. It was the first
Elizabethan historical drama. 7. Medal in
1900, and awarded to persons of
either sex and any race, for public services
in the Indian Empire. 8. It separates S.E.
Europe from Asia Minor, and is connected
with the Black Sea by the Bosphorus and with
the Aegean Sea by the Dardanelles. The
Treaty of Sevres, 1920, placed it under the
control of a commission of the Allied Powers.
9. Mrs. Gaskell; T. E. Lawrence; John Keats;
Sir Walter Scott. 10. A river of the lower
world when the souls of the dead drank of
its waters they forgot the events of their
previous existence. 11. In this form of poem
the opening words, line, or two lines occur
as a refrain after the eighth and the last
line; all rhymes are set by the first two
different endings. The poem contains
thirteen lines, exclusive of the refrain. 12.
90 degrees.

PEKING PROTEST TO JAPAN.

(Continued from Page 1.)

Leniency Asked.

Shanghai, May 25.
Admiral Yang Shu-chang has
arrived in Nanking to persuade
the Nanking leaders to show
leniency towards General Chen
Chien and to effect his early re-
lease. As a result of conversa-
tions it has been decided to re-
quest General Li Chung-yen to
release Chen Chien, who will
be escorted to Shanghai.

Foreign Portfolio.

Shanghai, May 25.
The Nanking Government has
requested General Hwang Fu to
reconsider his resignation as
Minister of Foreign Affairs but it
is understood Hwang Fu replied
definitely that he had no intention
of continuing the portfolio.

FEELING IN SWATOW.

Schools Forbidden to Agitate.

Swatow, May 24.
The Government has been deni-
ing in wise fashion with this
month of celebration. The mem-
orial days at the beginning of
the month were merged together
into one general holiday, which
was, moreover, quietly kept.

There has been speculation as
to what would be done about the
May 31st memorial of the Shang-
hai incident. A committee has
been deliberating, and it is now
announced that the memorial on
that day will be combined with
a protest against the Japanese
action at Tsinanfu. Even in that
case no procession is announced,
but the celebration will be con-
fined to a meeting of representa-
tives of the various official and
semi-official organisations at which
appropriate speeches will be
made.

I am told that the schools have
been forbidden to agitate about
the Japanese affair. It is how-
ever, being deeply felt. The
Chamber of Commerce has ordered
a boycott to be arranged, and
has sent a delegate to confer with
the Shanghai Chamber. One gets
the impression that the incident
at Tsinanfu could have been pass-
ed over comparatively easily, but
that the development of a strong
policy by Japan in Manchuria will
have wide reverberations, at pre-
sent incalculable. It will at least
make the pursuit of a moderate
policy by the present Govern-
ment at Canton and Nanking
more difficult.—Our Own Corres-
pondent.

Tsingtao, May 25.

General Yasumitsu, chief of the
Japanese Third Division, has re-
quested the northern Chinese troops
stationed at Tsingtao to withdraw
seven miles from Tsingtao. (No
time limit has been fixed for the
evacuation.—Reuter.

Northern Advance Explained.

Peking, May 25.

There is practically no develop-
ment in the war situation. It is
believed that the front on the
Kihai railway is still near Wang-
tu.

Northern claims of an advance
to Sangyuan are believed to be
accounted for by the fact that they
occasionally send armoured trains
southward from Tsangchow. It is
believed that both sides are mass-
ing troops near Hoken and that
the next fight may occur there.—
Reuter.

Advance on Chahar.

Shanghai, May 25.

Yen Hsi-shan has issued a com-
munique in which he announces
the capture of Tatum and Sui-
yuan. He adds that the Shanai
forces are advancing eastwards to
Chahar.—Reuter.

Feng Closing In.

Shanghai, May 25.

In a communique Feng Yu-
hsiang states that the Kuomintang

INDIA'S WORKING CLASS.

LABOUR ENQUIRERS URGE
"MIGHTY STEP."

TRENCHANT CRITICS.

London, May 25.

The urgency of taking a "mighty
step" to link up the British and
the Indian Trade Union move-
ments, is stressed in a report
which has been submitted to the
Trade Union Congress by Messrs.
Purcell and Hallsworth, who have
recently returned from a tour of
India.

The visit was carried out on
behalf of the Labour Party and
the Trades Union Congress.

The Labour tourists paint a
very melancholy picture of the
"disgustingly bad housing condi-
tions" in India, and state that the
vast majority of the workers do
not receive more than a shilling
a day.

The Indian workers are report-
ed to be "half-starved, badly
clothed, and horribly housed."
The British representatives esti-
mate that the total strength of
the Indian Trade Unions is about
200,000 compared with 25,000,000
persons who are capable of organi-
sation.

They described the tea planta-
tions at Assam as "virtually a slave
plantation" where "a human
trinity" of husband, wife and child
cannot bring in more than 1/3d.
per day.

The opinion is expressed that
there are present in India tremen-
dous forces which sooner or later
will be applied to a great expan-
sion of manufacturing activity
when the working class of Great
Britain, Europe and America will
feel a severe shock and a very
great change.—Reuter.

forces are closing in on Tientsin.
—Reuter.

Shantung Defence.

Shanghai, May 25.

According to the Kuomintang
Agency Chiang Kai-shek conferred
at Hsuehchow yesterday with his
subordinates regarding measures
of defence in Shantung and the
distribution of fresh reinforce-
ment at the front.—Reuter.

Shanghai, May 25.

The Kuomintang news agency reports
that the fourth group army, con-
sisting of the 17th, 30th, 36th, 43rd
and 44th Nationalist armies, com-
manded by Pei Chung-hsi have re-
ported their arrival in Shihkiach-
wang.—Reuter.

A Plea for Cheng Chien.

Shanghai, May 25, (6.25 p.m.).

The Kuomintang News Agency re-
ports that as a result of Admiral
Yang Shu-wang's plea for clemency
for Cheng Chien, Vice-Admiral
Chen Shao-kwan has gone to
Hankow with a request from
Nanking to Li Tsung-jen to permit
Cheng Chien to go to Nanking to
lay his case before the central
authorities.—Reuter.

Another Conference.

Shanghai, May 25.

Yang Shu-wang, according to
the Kuomintang News Agency, has left
for Hsuehchow to confer with
Chiang Kai-shek regarding the
despatch of the Nationalist squad-
ron to the north.—Reuter.

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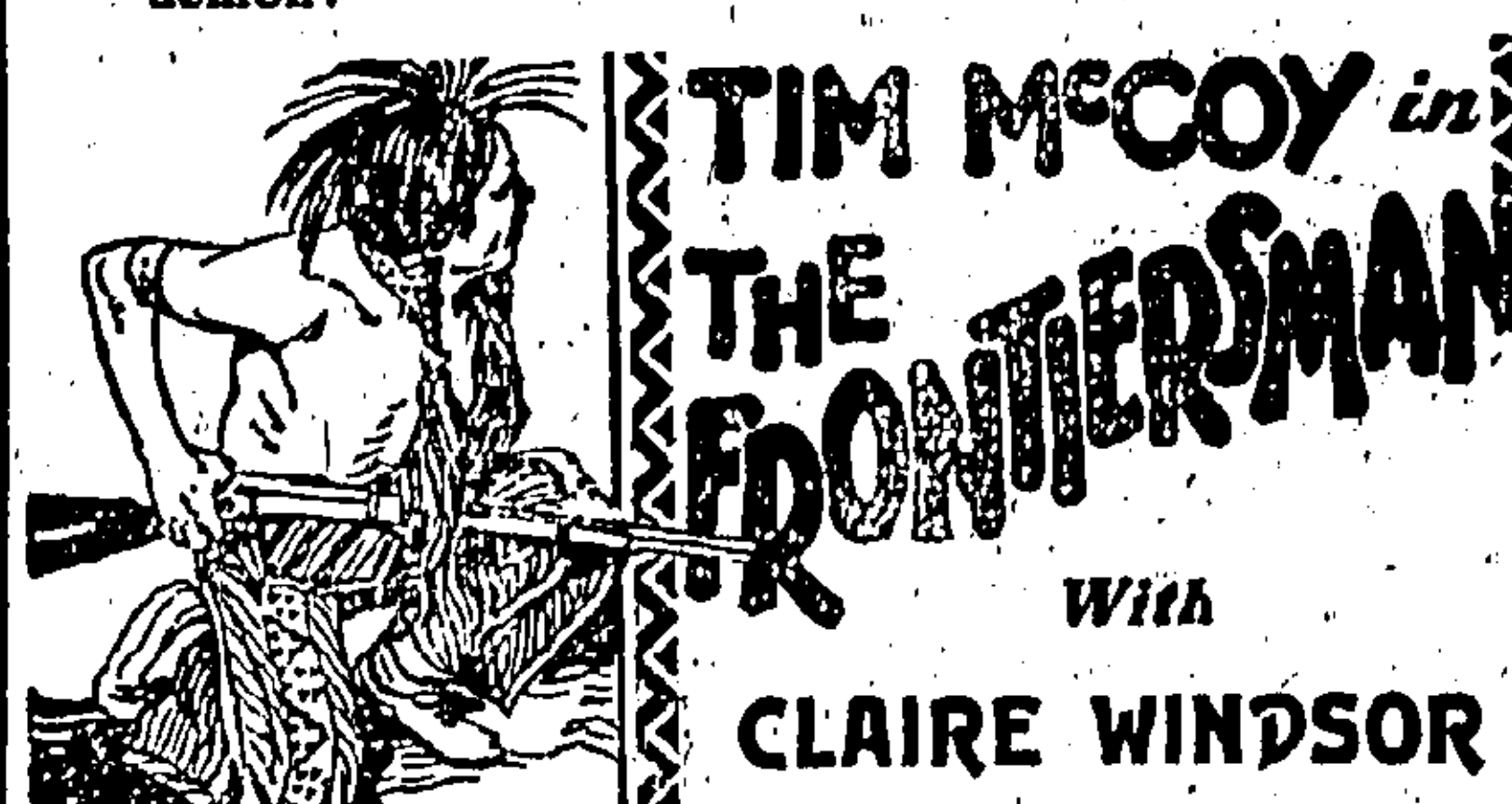
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